

**TRAVEL**

• Historic Crowsnest Pass, AB  
• Shediac Motorcycle Rally, NB

**VINTAGE**

• 1970 BSA  
• 1971 Triumph



NOVEMBER 2016

# MotorcycleMojo

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**Brough  
Superior SS100**  
Reborn in  
limited  
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## CONTENTS

November 2015

## FEATURES

### 18 ADVENTURING INTO ITALIAN TERRITORY

**PRESS LAUNCH - 2015 BMW S1000XR**

BMW finds a new home for its all-conquering, 1000 cc in-line four-cylinder power plant, in the form of this long-legged adventure sport-tourer.

### 24 RARELY UNNOTICED

**TEST RIDE - 2015 YAMAHA V-STAR 1300 DELUXE SE**

We put Yamaha's mid-sized bagger to the test on an east coast road trip for some real-world impressions.

### 30 CROSSING THE CROWSNEST

**TRAVEL - ALBERTA AND BRITISH COLUMBIA**

A trip over Crowsnest Pass gives Liz Jansen insight into her own family history and a new appreciation for the pioneering Canadians who worked so hard to build our nation.

### 36 UNOBTAINIUM

**FIRST RIDE - BROUGH SUPERIOR**

Join Alan Cathcart as he conducts the first test ride of the new Brough Superior SS100.

### 42 GHOST IN THE MACHINE

**VINTAGE - 1971 TRIUMPH**

This oil-in-frame Triumph was the first in a long line of bikes for Greg Williams. Despite the two having parted ways long ago, it continues to check up on him from time to time.

### 48 CLOSER TO HOME

**TRAVEL - BRITISH COLUMBIA**

Two motorcycle enthusiasts find they needn't venture far from home to discover warmer weather and winding roads for a fantastic vacation on two wheels.

### 52 EAST COAST SLEEPER

**VINTAGE - 1970 BSA A65 CUSTOM**

It's painstakingly restored appearance is befitting of a fine British classic, but inside is a heart that beats to a less civilized tune.

### 56 SHEDIAC MOTORCYCLE RALLY

**EVENT - RALLY WEEKEND**

Our first visit to the Shediac Motorcycle Rally leaves us regretting we hadn't gone sooner.



36



## DEPARTMENTS

### 6 CROSSROADS

by Glenn Roberts

### 8 THREADS

Motorcycle information and inspiration

### 12 LIFE IN THE FAST LANE

by Misti Hurst

### 14 RIDING WITH STU

by Stu Seaton

### 16 LIFE'S AN ADVENTURE

by Clinton Smout

### 60 MOJO GARAGE

Helmet Care

### 62 BOOK REVIEW

• Unflinching: The Making of a Canadian Sniper  
by Jody Mitic

### 74 REMEMBER WHEN?



## ON THE COVER 2015 BMW S1000XR

PHOTOGRAPHY BY KEVIN WING

### So what is a **MOJO**?

It is, in short, the staple amulet of African-American hoodoo practice, a flannel bag (magazine) containing one or more magical items (motorcycles). The word is thought by some to be a corruption of the English word "magic" but it more likely is related to the West African word "mojuba," meaning a prayer of praise and homage.

**A prayer of praise and homage ...  
toward motorcycles?**



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## CROSSROADS

by Glenn Roberts

# AS TIME SLIPS BY

**I**t's hard to believe we are at the November issue already. This summer, like most summers of late, has flashed by faster than a Kawasaki H2R on the back straight at Shannonville Motorsport Park.

Earlier in the year, we thought that we would hold a photo contest, and over the past few issues, we asked our readers to submit their own favourite motorcycle-related images to possibly be included in our limited edition 2016 calendar. The response has been overwhelming, and I must thank everyone who sent in images. It's going to be a tough job deciding which images will be chosen to grace the pages of our calendar.

The calendar is included each year with the January/February issue and is only available to subscribers, so make sure your subscription is up to date, because you don't want to miss it. If you're a digital subscriber, just email us your complete mailing address and we'll make sure a copy of the calendar is sent to you.

Not only is it hard to believe summer has run its course, but Christmas is creeping up fast. A subscription to *Motorcycle Mojo* makes an ideal gift or stocking stuffer, so remember your family and friends who ride.

In addition to the reviews of the all-new BMW S1000XR and the Yamaha V-Star 1300 Deluxe SE in this issue, we also bring you two travel pieces from Western Canada, and a report from Alan Cathcart of the world's very first test ride on the much-anticipated Brough Superior SS100, a marque that has been reborn after a 75-year hiatus.

Greg Williams also resurfaces in *Motorcycle Mojo* with two feature stories, one from each end of the

country. In his article "Ghost in the Machine," Greg reminisces about his first Triumph and the fact that he continues to see it in various forms many years after he sold it. The other article that Greg penned is about a beautiful BSA restoration by Cook's Classic Rebuilds in Halifax, Nova Scotia. This restored BSA looks stock, but keep in mind, looks can be deceiving.

It has been a busy summer for everyone, and although we never seem to get to as many events as we'd like to, staffers Roger and Marcus rode out to Moncton, New Brunswick, for the annual Atlanticade rally, while Martin enjoyed Lawrence Hacking's Overland Adventure Rally. I was able to sneak away for a few days to attend the Shediac Motorcycle Rally, also in New Brunswick, along the shores of the Northumberland Strait. Clinton Smout has been stroking things off his bucket list at a furious pace as he attends various events across the country — most recently the Fundy Adventure Rally. He's healing nicely from that one. I understand he will also be taking part in some rides overseas, and while those aren't magazine assignments, I'm sure we'll hear about those adventures in the future.

Ever since our daughter, Emily, wrote about her solo ride to Alaska and back when she was just 18, we're constantly asked when she will be submitting more articles. She's taking advantage of her free spirit and assures us that she will write more about her motorcycle travels.

Special thoughts go out to some industry friends. Life doesn't always happen as planned and sometimes we need to be reminded to travel and explore while we can, because you never know what tomorrow may bring. **MM**

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47	COUNTERACT BALANCING BEADS
70	DUAL SPORT PLUS
61	DALTON TIMMIS INSURANCE
7	GAMMA
35	GEARS CANADA
72	GREAT CANADIAN TOURS
75	GRIP-LOCK
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72	HERBERT'S BOOTS AND WESTERN WEAR
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66	HONDA POWERHOUSE DEALERS
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65	KAWASAKI DEALERS
76	KLIM
62	KLOCK WERKS
13	MACKESY SMYE LLP, BARRISTER & SOLICITORS
69	MOTORCYCLE ENHANCEMENTS
47	MOTORCYCLE INNOVATIONS
2	MOTOVAN
15	NORTH AMERICAN INTERNATIONAL SUPERSHOW
64	OAKVILLE YAMAHA
17	RENEDIAN ADVENTURES
69	REINHART TRAILER SALES
70	RIDERS PLUS INSURANCE
69	ROBINSON MOTORCYCLE
66	SARGENT CYCLE PRODUCTS
64	SMART RIDER TRAINING
68	SUZUKI DEALERS
5	THE MOTORCYCLE SHOWS
69	TRADITIONAL MOTORCYCLE & CUSTOM WORKS
69	TRANSURE INSURANCE INC.
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# THREADS

MOTORCYCLE INFORMATION AND INSPIRATION

## HEADLINES

### Peter Williams' Norton



Peter Williams signing 100 limited edition prints. These prints are available through Walridge Motors at a cost of \$25, shipping and handling included.

Contact [sales@walridge.com](mailto:sales@walridge.com) for more information.



**P**eter Williams is perhaps best known for his abilities on a motorcycle. However, it's his ability as an engineer that has seen him pioneer items such as alloy wheels, disc brakes and the monocoque chassis – like the one found in the re-creation of his TT-winning Norton featured here.

Peter and his team at Peter Williams Motorcycles are building just 25 replicas of his 1973 JPN Norton Monocoque on which he won that year's Isle of Man TT. While the majority of the design has been executed as faithfully as possible, there are the added benefits of some modern features to bring this classic up to current standards. The build quality is nothing short of amazing on the first three completed bikes, two of which have already been sold, while the other is on display at various venues, with Peter on hand to promote the bike and answer questions. With the 25 Nortons planned in the production run, each should be a treasure for collectors and enthusiasts alike.

For more information, go to [peterwilliamsmotorcycles.com](http://peterwilliamsmotorcycles.com) or [vimeo.com/67797346](https://vimeo.com/67797346) for a glimpse of this incredible motorcycle.

## NINE NEW DUCS

**D**ucati CEO Claudio Domenicali has announced the company will release nine new models in 2016, two of which will be in new segments. Rumours of everything from cruisers to scooters are swirling, and we can't forget the Scrambler line-up – which has become a brand unto itself, serving as a jumping off point for the Ducati experience, and is bound to grow in numbers.

There will certainly be plenty to speculate about over the coming months.

Domenicali also says he expects that this year, Ducati will surpass 50,000 bikes sold for the first time in the company's history, then adds, "Our main goal is not so much the pursuit of ever-greater volumes, but rather to keep on surprising our customers with awe-inspiring bikes."

# BY THE NUMBERS



## 125,000

The deposit in U.S. dollars that had been required to reserve one of Mission Motorcycles' electric superbikes. With the company now in bankruptcy proceedings, it's doubtful refunds will be available to those who anted up.



## 160

*The horsepower rating of Ducati's 2016 Monster 1200 R, making it the most powerful Ducati naked yet.*

## 2.9 million

The amount in U.S. dollars of the civil penalties levied against Triumph Motorcycles in the United States by the National Highway Traffic Safety Administration (NHTSA) for violating reporting requirements and failure to respond adequately to communications from the NHTSA.

## 1,499

The cost in euros of the Dainese D-Air Misano 1000 jacket that has just gone on sale in Europe. Expected release for North America is midsummer 2016.



## 588

The displacement in cc of the turbocharged Suzuki Recursion concept, whose name has just been trademarked in both Europe and the United States.

## 2



*The number of variations available when purchasing the new Confederate G2 P51 Combat Fighter. Would you prefer the Blonde, starting at US\$113,900, or the Black Flag, starting at US\$119,500?*

## Conceptualizing the Future

**W**ith 2016 fast approaching, along with announcements of new models from manufacturers, we couldn't resist taking a look at some of the most interesting concepts of recent years.



The zecOO is an electric motorcycle created in Japan that started as a concept but has now moved into production for 2015. It features hub-centre steering and a proven Zero Motorcycles electric power unit. Only 49 of these motorcycles are scheduled to be produced, each one handmade and tailored to suit its owner's liking.



The Yamaha Tesseract was an exciting prototype several years back. Some of its technology has now made it into production in the form of Yamaha's Tricity three-wheeled scooter.



These two concept motorcycles from Husqvarna, the 401 Vitpilen (Swedish for "white arrow") and 401 Svartpilen ("black arrow"), appeared at the 2014 EICMA show. Spy photos have indicated they are already in testing as possible production bikes for the very near future.



Mikhail Smolyanov of Solifague Design created the renderings of this steampunk chopper and sidecar rig named Black Widow. It was featured as the Widowmaker in the cross-media adventure novel Steampunk Holmes, and is now available as a real-life motorcycle through famed fabricator Putsch Racing.

Kawasaki's Concept J represents the leading edge of styling and design. Now, someone please put this thing back into the videogame it snuck out of – at least for a few more years.



### CHECK IT OUT

### Never Forget

<https://goo.gl/ZVNrvu>

TC Bank of Taiwan should be giving tips on marketing to other big businesses here in North America, because it obviously has an understanding of what's important – to motorcyclists at least. This video has been around for a few years, but it's worth watching again.



# Say What?

editor@motorcyclemojo.com

## All parts accounted for

Glenn, I just finished reading your column about moving motorcycle parts from the August edition and can totally relate!

You mentioned wanting to build a SOHC CB750 some day, so I thought I would share my build with you for



inspiration. I just got it on the road in June and it's a hoot. It's my homage to the Repsol Honda MotoGP team that I have been a fan of for years (we need Stoner back...). I

wanted to create something that looked like a new bike, but still had the touches of the old school CB's (spokes, OEM controls and warning light panel, etc).

Outside of the painting and the reboring of my cylinders, I did it all myself, which proves without a doubt that ANYONE can work on these old bikes with some patience, a service manual and a lot of WD40. I'm not a bike builder, just something I do in my spare time to stay sane.

Thanks for keeping up a fantastic magazine and don't lose those CB750 parts!

CURT CYMBALUK VIA EMAIL

## Likes small bikes

I just wanted to send you a quick note thanking you for your coverage of small displacement motorcycles in the [August 2015] magazine. I've always been a fan of smaller motorcycles, and like them much more than the bigger machines. Anything sub-600 cc is what I like to see!

I also wanted to tell you how much I like the photos with the captions and the lines that go to the relevant part of the bike. It's not something that I've ever thought of, and it's kind of neat to see what is where.

CHRISTOPHER TINDALL VIA EMAIL

## Faulty potholes

After reading Clinton Smout's Faulty Potholes column in your August issue, I just wanted to tip my hat and congratulate him for sticking to his guns and questioning the motives of the injured rider he met.

He is absolutely right in his questioning as to who is ultimately responsible for our actions. Let's face it; motorcycling can at times be dangerous to those who take it lightly. The payoff in freedom and exhilaration far outweigh the dangers (only my opinion), provided one takes the proper precautions such as good protective gear, proper training and most of all, maintain a heightened sense of awareness on the road, whether it be on city streets or the open road.

It's become common practice in our modern day litigious society that it is always someone else's fault when things happen to us. Way to go Clinton. Thanks for pointing out that at the end of the day, we as riders are responsible for care and control of our machines.

DANIEL NILSSON VIA EMAIL

**DO YOU HAVE SOMETHING TO SAY?** We love hearing your thoughts on an article, comments, suggestions or criticisms.

Comments selected for publication may be edited for grammar, readability and length. Send notes to [editor@motorcyclemojo.com](mailto:editor@motorcyclemojo.com).

## WTF WHERE'S THE FOOD? Your Picks



From Todd Ross

## Northern Soul BBQ

**A**fter reading your WTF section, I had to tell you about a food truck in Mallorytown, Ontario, called Northern Soul BBQ. It's located on Lake Street and it's the absolute greatest place I've ever found.

The owners are a family who are extremely friendly and they love bikes. All bikers are more than welcome, and there is ample parking. They have an extensive menu and their own giant smoker. The food is absolutely worth the trip. They do ribs, pulled pork, chicken, smoked meat and so much more. They do stuff that'll make you almost want to slap your mama - well maybe not that far. They even have a dairy bar on site for all your ice cream needs.

It was just such a wonderful experience that my wife and I, and my friends make the trip multiple times a year just to eat there.

I fully encourage anyone to give this place a shot - you will not regret it.

Got a favourite restaurant or pub? Send us an email to [editor@motorcyclemojo.com](mailto:editor@motorcyclemojo.com) and tell us why.



LIFE IN THE **FAST LANE**

by Misti Hurst

# A FAMILY THAT RACES TOGETHER, STAYS TOGETHER

**F**or my son Ashton's sixth birthday, I didn't buy him toy cars or Lego. In fact, the day after he turned six, I allowed him to participate in his first-ever motorcycle road race.

Now, for many people who are not familiar with motorcycles or road racing or the passion that all riders feel when astride their machines, this decision can seem reckless. They say (with a loud gasp), "You let your child race motorcycles?" Without having any understanding of road racing, or any other frame of reference, they simply assume things about my parenting choices and snuff their noses. They think it's too dangerous.

I love my kid more than anything else in the entire world. This is why I let him race the day after he turned six.

First and foremost: He loves it. He is also interested and motivated, and he has become more independent, more confident and more self-driven because of it. Road racing is clearly becoming one of the sports, out of the dozens that I have encouraged him to try, that he is most focused on pursuing. He also already has two years of riding experience.

Ashton was rocking a Strider run bike by 18 months old. By three, he was proficient at pedal biking, and even raced BMX from the full gate with five-year-olds. For his fourth birthday, we bought him a PW50 and I taught him how to ride it, starting first with the throttle dialled back to barely a walking pace, then moving it up as his skill improved. I made certain he was wearing full protective gear every time he rode, and if I thought he was going too fast for his skill level, I

pulled him in right away. "If you make mistakes," I told him, "it means you are going too fast."

I didn't just chuck him on a motorcycle and hope he could figure it out. I didn't let him go too quickly. We rode on closed circuits, safely, and I coached him along, every step of the way.

Through riding and racing, he is learning excellent life skills. He is improving his motor skills and coordination by working the throttle and the brakes, by kick-starting the bike, by steering and navigating the machine around the corners. He is improving his visual skills and situational awareness. He is shoulder-checking before heading out on the track, holding his line when others go by, beginning to see when and where it is safe to pass. He understands speed and perception of speed, and is challenging himself to take measured risks. He is aware that mistakes can cause him to fall down and potentially get hurt, but he is learning quickly and showing good judgment.

By letting Ashton ride and race, I'm setting him up with skills that will help keep him safe in the future. When he gets his driver's licence at 16, he will be a much more confident and experienced driver than someone who has never sat in the cockpit of a motorized vehicle before.

I've seen my son grow in so many ways since letting him race earlier this year. Ashton is typically a more socially cautious child who is usually hesitant to join in with groups, and has a more

difficult time talking and connecting with other kids in a one-on-one setting. However, during his first race with the Pacific Coast Mini Roadracing Club, he came out of his shell and began immediately socializing with the other kids. It was amazing to watch him gain confidence. It was like he was suddenly at home. Within minutes of arriving, he was throwing his foam airplane around the pits, with new friends chasing after him. He was doing stoppies, wheelies and jumps on his pedal bike, and racing around, pretending to hang off and drag a knee like a "real racer." He was given tours of the pits and introduced to the other kids, who eagerly showed off their race bikes, shared race stories and gave him tips on how to go faster. They were taking care of him and inviting him into this new family. And that's what racing and riding is: family.

There are entire families at the track that ride together, and I enjoy being there with my kids and feeling confident that they are spending time with me, doing something together that we all love. I look forward to spending weekends together when they are older, instead of not knowing where they are or what they might be doing. I cherish these special moments with my boy, watching his eyes light up and his soul catch fire when he pulls out onto the track. And I laugh when he says, "Can we move to Chilliwack, Mommy, so we can be closer to the race track?"

That's why I let him race. **MM**



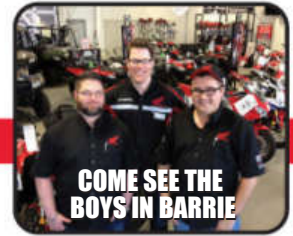
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## In a Motorcycle Accident?



David F. Smye, Q.C.



RIDING WITH **STU**  
by *Stu Seaton*

# THE WHEEL: A WELL-ROUNDED HISTORY

**H**ave you ever looked at your wheels and wondered how they became so trusted? Every once in a while, I like to look at some common part or other – one we interact with daily – and find out how that part came to be. The wheel was my latest wander down history lane, and I can now say that this particular lane is a long and winding one.

Arguments abound among academics and engineers over the origins of the wheel, and they're still taking place to this very day. Considering that the wheel dates back to the Paleolithic Period, the modern arguments over its invention have been long running.

There are two schools of thought. One believes that the actual device, be it a round slab of rock or wood with an axle shoved through it, is at the origin of the invention. The second school of thought states that the invention of the wheel had nothing to do with the actual hardware and everything to do with the rotational movement, or a cyclical event that can transfer power. To simplify the whole debate, we'll assume that the invention of the wheel is related to the hardware.

The creation of the wheel predates written history, though the earliest known wheel discovered dates around 3500 BC, and is believed to have originated from Mesopotamia during the Bronze Age. This is also about the time the first spoked wheel was invented, and despite the hang time between the slab wheel and the spoked wheel, things got rolling much faster as time went on.

Humans have an insatiable need for speed, as relative as it may be, and to fill the need, lighter wheels utilizing spokes were developing throughout the area. The Egyptians scored first place in 2000 BC, with carved, lightweight wheels

for their venerable chariots. However, it wasn't until the 1600s that wheel designs became truly remarkable, paving the way for what you see on motorcycles today.

In February 1670, Charles II of England granted a charter to the Worshipful Company of Wheelwrights (WCW). This founding group of wheelwrights was composed of some of the wealthier wheel makers of the day, and they had concerns. Their craft was expanding, and as with any fast-growing industry, there were flaws with wheel design, construction and standards.

The WCW could afford to have various groups of specialists develop better standards and practices, as well as fund research and development, which at the time was completely fractured. Too many shops were working independently of each other, and until the WCW came along, there was no forum to exchange information. Interestingly enough, the WCW still exists today.

The modern wire wheel, or tension-spoked wheel, was designed in 1808 by George Cayley, who really thought that wire wheels were just going to be a passing fancy. Cayley was so convinced of this that he didn't bother to secure a patent for his designs. Theodore Jones of London thought that Cayley lacked foresight and was able to secure a patent for the wire wheel on October 11, 1826, in England. The first patent for a spoked bicycle wheel was awarded to Eugene Meyer of Paris, and spoked bicycle wheels became hugely popular. Finally,

Meyer's design started to take on heavier roles with motor tricycles, though his design couldn't handle the weight of a motorcar.

Spoked car wheels, through redesigned tangentially (moving along in the direction of a tangent) placed spokes, began taking on some of the heavy-lifting roles, and were pretty much commonplace on motor vehicles by 1907.

This brings the spoked wheel to its second historical argument: Do the spokes on the bottom of the wheel hub bear the load on the bottom of the hub, or do the spokes on the top of the wheel hang the load on the top of the hub? If you take a close look at the spokes on your bike, you'll see that the two rows of spokes are both tangentially and radially placed to support the load both straight up and down, as well as on an angle, outward from the hub to resist cornering loads.

You can imagine how the load of your bike, while rolling on the road, is transferred to the centre hub of the wheel. This design produces an amazingly strong wheel, which is one reason why you'll see more wire spoked wheels on heavier adventure bikes and dirt bikes, where the wheel must stay round while undergoing tremendous amounts of shock and load transfers. Wire wheels are also easier to repair once damaged.

So there you have it, all rounded up. The next time you accelerate after cutting a perfect corner, you can appreciate the change of design that's older than recorded history. **MM**





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LIFE'S AN **ADVENTURE**  
by Clinton Smout

# JUST ANOTHER INJURY

**A**s I write this, I have a hospital bracelet on my wrist from my latest visit to the emergency ward. I've just returned from the Fundy Adventure Rally (FAR), held in New Brunswick this past September, and I had a fantastic time. Rob Harris of CanadaMotoRallies.com, his wife, Courtney, and their team did a great job organizing the second FAR. Rob and BMW Canada extended an invitation to me to attend the rally and provide some adventure rider training.

I flew to Moncton on the Wednesday, picked up a BMW R1200GS from Atlantic Motoplex, and had a great two-hour ride to Adair's Wilderness Lodge, where the rally headquarters were located. Thursday was rider training day, and I met some great folks from Down East, Maine and New Hampshire. Their bikes ranged from a Yamaha TW200 to a KTM990, a few KLRs and lots of BMW GSs; there was a Moto Guzzi Stelvio, too.

I set up lots of exercises and lessons that would help the riders get their adventure bikes through the challenges ahead. Like most riders I train, they benefited from the exercises that teach how to ride the clutch. It was rewarding after the ride on Saturday to be thanked by many of the training graduates, on their newly acquired clutch skills, which helped get them through the rivers, mud holes and ugly, rocky hill climbs. Another skill we worked on was being able to stop quickly on gravel surfaces. I found a nice spot of smooth gravel that was perfect for locking up the rear brake to practice a loss of traction. We later learned that Adair's' proprietor, Larry, had smoothed out the area for extra camping spots. Oops!



The location was amazing, with good camping, cozy cabins and a big lodge capable for holding 200 guests. I put on some weight thanks to home cooking so good it would make your grandma proud. There was even a big-screen television that the techie types hooked up to watch the online MotoGP races.

Riders of different brands got to test-ride BMW GS models with proper tires in off-road conditions. Those who owned smaller bikes were amazed by how well the F800GS and the R1200GS handled ugly gravel trails and mud.

Participants who registered as solo riders would only be able to ride the easier A route. For safety, only teams of at least two riders were allowed to test their skills on the tougher B and C routes. Each team also had to carry a supplied SPOT tracking device, again in the interest of safety, and routes were loaded into each team's GPS device for navigation. That was the only way to navigate the six legs of the approximately 500 km route. In most legs, teams had the choice of riding A, B or C routes, depending on the difficulty level they wanted to tackle. Route C was the most challenging, so naturally more points were awarded for this choice. Before the start of the rally it had rained in biblical proportions, which is why it was wise to walk puddles or river crossings to see if they were deeper than the height of exhaust pipes and air intakes – or simply wait for someone else to cross first.

This was the first ride I had been

on where the organizers followed our progress on a computer via signals sent by the SPOT device. Rob said it was really cool to watch as the dots of various teams approached river crossings along the C route, where they would stop, and then after a few minutes would turn around and retrace their tracks, obviously deciding not to try to cross the rivers. One team gave cause for concern when they veered off the path and stopped for a long time in a small town. It turned out that they didn't need rescuing – their team name was The Bar Flies.

I was invited to ride with Chris Duff and Tylor Donnelly from BMW Motorrad Canada, which is what led to me wearing a hospital bracelet. We were going up a steep, rocky hill when I decided to pick a line closer to the trees. I was in second gear and standing up on the R1200GS when a branch hit me in the chest, knocking me off onto some rocks. A sore shoulder prompted my visit to the hospital, where X-rays confirmed that nothing was broken. I credit my BMW Rally suit and its protective armour for my lack of injury.

Despite a very sore shoulder, the Fundy Adventure Rally was one of the best rides I have experienced. And it's easy to understand why: Gather a bunch of adventure riders together at a great location, throw in abundant trails of different difficulties, mix in enough rain to swell streams to rivers, and a good time is guaranteed for all. **MM**

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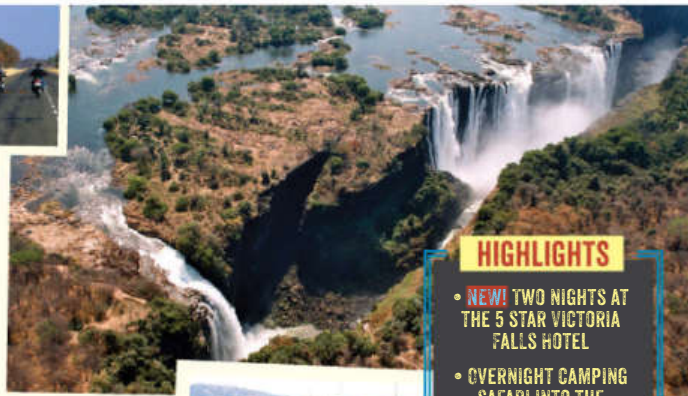
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PHOTOS BY KEVIN WING



# **Adventuring into Italian Territory**

---

**A new model from BMW falls into the adventure sport category to take on its closest rival, the Ducati Multistrada**

*Story by* **Costa Mouzouris**



**DYNAMIC ESA** (electronic suspension adjustment) automatically modifies damping, thus adapting to riding conditions and the manoeuvres being carried out within milliseconds.

**NEW TORSIONALLY** rigid aluminum perimeter frame is welded together from four separate segments and utilizes the engine as a load-bearing member.

**WIDE ALUMINUM** handlebar combined with the positioning of the foot pegs and seat produces a relaxed, upright seating position.

**TWO RIDING** modes (Rain and Road) that can be selected by the rider at the push of a button is standard equipment.

**PRO RIDING** modes option includes the additional riding modes "Dynamic" and "Dynamic Pro" along with Dynamic Traction Control (DTC) and ABS Pro – both of which employ sensors to monitor lean angle to maximize either acceleration or braking in a corner.

**OPTIONAL GEAR** Shift Assist Pro allows for incredibly quick shifting without the use of the clutch.

**SYMMETRICALLY** STYLED front fairing of the S1000XR separates it in appearance from the asymmetry of both the S1000RR and S1000R.

**INCREASE** OF 20 to 30 mm in spring travel over the S1000R provides greater ground clearance and better shock absorption over rough surfaces.

**DOUBLE-SIDED ALUMINUM** swingarm with pentagonal profile attaches to the frame at four points to accommodate heavy loads over long distances.

**STRAIGHT-FOUR-CYLINDER** engine combines tremendous acceleration with a high peak output, while offering the rider a usable rev range that spans over 10,000 rpm.

# B

**BMW already owns the adventure-touring** category with its tried-and-true R1200GS. There are, however, a number of machines from Japan, Italy and the U.K. that are vying for a slice of that market share. There's even a subcategory that has arisen in the last few years of sportier adventure-type bikes that use 17-inch front wheels instead of the more off-road-capable 19- or 21-inch fronts, such as the Kawasaki Versys 1000, the Yamaha FJ-09 and even the MV Agusta Turismo Veloce. In BMW's literature, this category is described as "adventure sport." The Ducati Multistrada dominates this segment, featuring superbike-like power and handling in a much more versatile package than in its Panigale.

This adventure sport category is designed to woo sportbike riders who are getting older and taking longer rides, on more comfortable alternatives, without sacrificing performance.

The 2015 S1000XR is the latest machine to enter this category and is based around the S1000RR inline-four. According to BMW, it's the fourth model based around the 999 cc engine, following the S1000RR, the high-performance HP4 (counted as a separate model by its maker) and the naked S1000R.

BMW recently held the S1000XR press intro, and for a refreshing change of pace, invited North American press to the Muskoka region of Ontario. We were based out of the spectacular Rosseau Muskoka Resort & Spa, located right on the shores of Lake Rosseau. If you've ever ridden here, you know the Muskoka roads surrounding this area can be as sinuous as in the western U.S. or Europe, though maybe a bit bumpier. This was the ideal location to put the XR through its paces.

From a distance, it's not too difficult to mistake the S1000XR for the Ducati Multistrada, as it shares a similar silhouette, with a pointy beak and a deeply stepped seat. From the front, it resembles the S1000's face, but instead of using asymmetrical headlight lenses, it has asymmetrical headlight reflectors.

### Creature Comforts

The riding position is relaxed and upright, with an easy reach to the tall, wide handlebar, where you'll find sturdy hand guards that offer a bit of wind protection. There's ample legroom, as the foot pegs are mounted lower and farther forward in relation to the seat than on the S1000R. The windscreen is manually adjustable to two positions by pulling it up or pushing it down, but unlike some other BMWs (like the R1200GS), the 840 mm seat height is not adjustable, though you do have the option of getting it with a 20 mm lower seat, at no extra cost. The standard seat, although supportive, is cupped and holds you in one place, so you can't change positions.

Wheel travel has been increased to 150 mm at the front and 140 mm at the rear, compared with the S1000R model's 120 mm at both ends. If you want to lower the bike further, an optional lower suspension is available (\$245), which reduces travel by 30 mm at both ends. Behind



The small fly screen is adjustable to two positions by pulling the screen up or pushing it down. (top) While the headlight form is symmetrical, the S1000XR uses asymmetrical reflectors, which is still a distinguishing feature when meeting one on the road. (above)



A full array of information in a compact package. GPS is an optional accessory.



Hand guards will keep the wind off the back of your hands and optional heated grips will keep your palms warm on those chilly rides. (above)

Busy left hand switchgear controls most of the bells and whistles on the S1000XR. (left)

the seat there is a handy luggage rack, which is just one of the features that emphasizes the S1000XR's increased versatility over the other S1000 models.

Engine specs are identical to those of the S1000R, which uses a detuned version of the S1000RR engine; in the XR, it also produces 160 peak horsepower and 83 ft-lb of torque. All of BMW's electronic rider aids are available in optional packages, like the Dynamic Package (\$1,200 – includes lean-sensing traction control, shift assist, Pro riding mode and lean-sensing ABS), and the Touring Package (\$1,625 – includes ESA [electronic suspension adjustment], GPS mount, centre stand, luggage rack and brackets, and heated grips). Our test bikes included both packages.

If you opt out of these packages, you get ASC (traction control without lean-sensing capability), standard ABS, and manually adjustable suspension that features compression and rebound damping at the fork and rebound damping and preload at the shock.

BMW has simplified things somewhat within its electronically adjustable suspension (distinguishable from the standard suspension by its gold-coloured forks). The ESA now has fewer selectable modes – there are still three selectable preload settings – than on other BMW models; the modes include only Road

and Dynamic, whereas other BMWs have Comfort, Normal and Sport.

### Multi-Mode

There are two standard ride modes, Rain and Road, each one altering throttle mapping, stability control and ABS settings for either wet or dry conditions. Two more ride modes, Dynamic and Dynamic Pro, are available with the optional coding plug, which is included in the Dynamic Package. These modes further enhance throttle response, while adjusting the dynamic traction control and ABS Pro settings, as well as ESA settings, if the bike is so equipped.

The brakes are supersport-spec up front, with two four-piston radial calipers and 320 mm discs, while at the rear is a twin-piston caliper and 265 mm disc; they are non-linked. Like the traction control, the ABS can be turned off.

Our test bikes were brand new, with some showing only one mile on the odometer (U.S.-spec bikes), so they were in break-in mode, meaning their engine rev limiters were set to 9000 rpm instead of 12,000. This also meant we didn't have access to the full 160 hp, which arrives at 11,000 rpm.

Firing up the engine reveals a rather throaty four-cylinder hum, and clicking the transmission into first gear requires a very light touch at the shifter. In

fact, the transmission is remarkably light-shifting, which is why I resorted to using the clutch rather than the clutchless gear-shift assist, which firms up shifting effort unless you're in the upper revs at speed.

As anticipated, the engine is very strong, pulling progressively harder as revs build. Even though our bikes cut off the fun at 9000 rpm, that was still enough oomph to achieve some unmentionable speeds along the more open back roads. The engine is mildly buzzy, with some vibration coming through the handlebar and seat beginning at about 5000 rpm, and getting more prominent as revs pick up from there, though it never reaches an intolerable level.

### Losing Traction

Turning off the traction control is merely a matter of holding the ABS button down for a second or so (the button serves double duty, turning off the ABS, too), which is the way I rode the bike for most of the day, given we would alternate between paved and unpaved roads, and it's recommended traction control be turned off on dirt.

Steering is neutral yet ultralight, thanks to the added leverage offered by the wide handlebar, which fortunately doesn't induce weaving at speed. At 228 kg wet, the XR weighs slightly less than the 232 kg Multistrada, and it feels light when flicking it through a series of turns. Transitions between tightly spaced turns are effortless, the bike's height doing little to hamper the manoeuvre. Rolling on the throttle in fourth gear, over some of the sharp crests along Highway 518 east of Parry Sound, produced instant wheelies (accomplished by keeping the TC off) that continued until the throttle was shut.

My major gripe with this bike is the ESA system. I usually – and rightly so – rave about BMW's electrically adjustable suspension, but with only two settings on the XR, it fell short of an ideal setup for our bumpy Canadian tarmac. Despite an elevated sporting pace, I rarely found a need to switch to the firmer Dynamic setting. Suspension action isn't harsh, but it's firm, and on BMWs with a wider range of adjustability (as well as on the Multistrada), you can find a more comfortable setting

for the rough stuff. Maybe the standard suspension has a wider range of adjustability, but none of the bikes had that option on hand.

We rode a fair amount along some unpaved roads (which are quite a bit more entertaining than blacktop), and because of the previous day's rain, there was no dust and just the right amount of traction for the Bridgestone T30R sport-touring rubber to make the ride an absolute giggle.

Although I would have preferred a softer suspension setting, Road mode worked well enough to blast along these hard-packed dirt roads at a pace that would have been considered fast even on pavement. The Bridgestones actually had surprisingly good grip in these conditions, and breaking the rear loose through corners was a matter of winding in more throttle, though when it did break loose, it did so rather abruptly, requiring more throttle control than if the torque spread were wider, as on the Multistrada. These unpaved roads were smooth, however, and throwing any bumps into the mix would probably have overwhelmed the firm suspension.

### Fairing Well

This BMW offers very reasonable wind protection up to about helmet level with the windscreen in the higher position; our bikes were also equipped with heated grips, making them well suited

to handle a wide range of weather. Fortunately, we managed to avoid the rain that had been lingering in the area over the previous couple of days, but I'm sure the XR would have handled it well.

BMW has entered a relatively new segment with a new bike, but it will not have the same impact that the S1000RR had when it stormed into the open supersport segment. That bike redefined the performance baseline, as well as set the standard for electronics in the class. The XR offers an alternative take on the adventure class; it's a great bike, but it's not outstanding. It doesn't dominate in output (the Ducati produces more torque), and it's not particularly distinguishable in styling, say the way the BMW R nineT is.

Its closest rival, the Ducati Multistrada, matches the BMW's 160 hp output, but surpasses it in torque, at 100 ft-lb. It's also more tech-laden, with more ride modes and a wider range of adjustability within its optional electrically adjustable semi-active suspension. The Multistrada is also more expensive, starting at \$18,995.

The S1000XR performs very well, is comfy and sporty, and comes in at a reasonably affordable price point in the class, and makes for a good introduction to BMW inline-fours. **MM**



For additional photos of the 2015 BMW S1000XR visit: [motorcyclemojo.com](http://motorcyclemojo.com)

Steering is neutral and very light thanks to the wide handlebar, and the bike's weight doesn't hinder it from being flicked through a series of turns.



## 2015 BMW S1000XR



### LIST PRICE

\$17,600

### WARRANTY

3 years, unlimited mileage

### CONTACT

[bmw-motorrad.ca](http://bmw-motorrad.ca)

### ENGINE TYPE

Liquid-cooled inline-four

### DISPLACEMENT

999 cc

### POWER

160 hp (118 kW) at 11,000 rpm

### TORQUE

82.6 ft-lb (112 Nm) at 9250 rpm

### BORE AND STROKE

80 x 49.7 mm

### COMPRESSION RATIO

12.0:1

### FUEL DELIVERY

EFI with 48 mm throttle bodies

### TRANSMISSION

6-speed

### FINAL DRIVE TYPE

Chain

### FRONT SUSPENSION

46 mm inverted fork, adjustable for compression and rebound damping;

Dynamic ESA optional

### REAR SUSPENSION

Single shock adjustable for rebound damping and preload;

Dynamic ESA optional

### WHEEL TRAVEL

Front: 150 mm (5.9 in.); Rear: 140 mm (5.5 in.)

### BRAKES

Front: Two 320 mm discs with radial 4-piston calipers;

Rear: 265 mm disc with 2-piston caliper; ABS

### WHEELBASE

1548 mm (60.9 in.)

### RAKE AND TRAIL

25.5/117 mm

### TIRES

Front: 120/70 ZR17;

Rear: 190/55 ZR17

### WEIGHT (WET)

228 kg (503 lb)

### SEAT HEIGHT

840 mm (33.1 in.)

### FUEL CAPACITY

20 L

### FUEL ECONOMY (CLAIMED)

5.61 L/100 km

### FUEL RANGE (ESTIMATED)

357 km

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SUSPENSION DELIVER A PLUSH  
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ROUGH ROADS OVERLOOKING  
THE SAINT JOHN RIVER  
WEST OF FREDERICTON**





# Rarely Unnoticed



**There's little about this bagger that  
blends into the background**

*Story by* **Marcus Martellacci**

PHOTOS BY RICK HAINSCHWANG

# W

ithin the sea of gleaming chrome and pearlescent paint, a trickle of passersby pause, one after the other, to observe an outlier. The familiarity of its contours is unmistakable, but the Vivid Red paint, factory decals and a variety of finishes – all of them shaded black – could be the source of the puzzled expressions on the faces of its admirers.

It's of course no accident the Yamaha V-Star 1300 Deluxe SE looks very much like the American-made baggers it competes against for sales. The standard V-Star 1300 Deluxe comes in black with chrome accents, and though it's a handsome bike, it becomes unremarkable in a sea of similar cruisers. The SE variant of the Deluxe, on the other hand, jumps out of the crowd and smacks you in the face, demanding to be noticed. The attention isn't for everyone, nor are the muscle car-esque

graphics proclaiming an 80 cubic-inch motor resides within, or the brashly coloured paint and flat-black finishes where there would normally be chrome – but it stopped people in their tracks everywhere I went.

Generally, we prefer to road-test bikes by using them for their intended purpose, and in the case of this touring motorcycle, a trip from southern Ontario to the shores of the Atlantic Ocean, in New Brunswick, would serve as a torture test of sorts for the Yamaha – and, unfortunately, its rider, too.

## Painfully Obvious

Every bike I've ever ridden had a shortcoming of some kind, and the Yamaha V-Star Deluxe SE is no different, but – and it's a big BUT – this one may take the prize for most obvious and easily repaired oversight: despite

having a large front fairing, the Deluxe SE has been bestowed with the least effective windshield known to man. It takes the oncoming windblast and transforms it into a whirling dervish that shook my head like a bartender prepping tequila poppers at an all-inclusive Cancun resort. Never mind wind-tunnel testing, they could have pointed a leaf blower at this thing and figured out the problem. Rant aside, I'd recommend the windshield on the standard V-Star 1300 Deluxe, which works like an absolute charm. Failing that, the aftermarket has some nice options as well.

The deeply sculpted seat doesn't allow much movement but that didn't seem a concern thanks to the firm and supportive seat foam.

COLOUR-MATCHED, hard-locking saddlebags have a capacity of 28.5 litres and can be loaded from the top.





COMES STANDARD with a Garmin Zumo 665 GPS navigation system specifically designed for motorcycles and featuring a rugged, waterproof design. The "remote antenna" for satellite radio reception is pre-installed in the fairing.

DISHED SEAT is firm yet supportive, but doesn't allow for much movement fore and aft owing to its shape.

YAMAHA'S VIVID Red paint, factory decals and blacked-out everything else make this bike stand out in any crowd.

TEARDROP-SHAPED, 18.5 L fuel tank with flush-mounted filler cap will give a range of over 300 kilometres.

FORK-MOUNTED FAIRING features dual speakers, providing good sound quality, while the short, aggressive "bagger style" windshield makes a bold statement.

LIGHTWEIGHT, 7-SPOKE cast-aluminum wheels are fitted with wide tubeless tires, and match the design of the rear drive pulley.

CLEAN, QUIET belt drive system is extremely low maintenance with great strength and durability thanks to carbon cord construction.

BLACKED OUT, 1304 cc, liquid-cooled, 60° V-twin turns just 3400 rpm at 110 km/h in top gear for efficient highway cruising.

DUAL ENGINE counterbalancers reduce vibration to a minimum while maximizing rider comfort for long-distance touring.

### First Impressions

As I was saying, a leisurely two-day ride to New Brunswick, some touring on the east coast and a marathon day-and-a-half ride on the way back was plenty enough time to evaluate this bike, so let's start with the first impressions.

A low, dished seat, just 690 mm off the ground, puts the rider in a relaxed position. You can't move around very much because of the shape, but

there's really not much need to thanks to the firm yet supportive foam. The footboards and handlebar are an easy reach, making the entire cockpit feel compact, an advantage for anyone of smaller stature, while taller riders may find they have a fair bend in the knees. The standard GPS/information/media display is a Garmin Zumo 665 with an interface that will be familiar to most anyone who has used a GPS.



The standard equipment Garmin Zumo 665 provides much of the travel and fuel consumption information. The only other gauge is the speedometer that also displays odometer, two trip meters, clock and warning lights. (left)

Left hand switchgear has additional controls for the stereo. (lower left)

The right hand switchgear includes a button to scroll through odometer, trip meters and clock so there is no need to remove hands from hand grips. (lower right)



Icons are large and easy to read, with few options to worry about and easily navigable menu screens. In addition to the GPS function, you can program it to monitor fuel levels based on range – handy, since there's no fuel gauge on the bike – as well as to monitor current speed, average speed, distance travelled and a host of other information. A USB input for a media device is located in the left saddlebag, but it only works with Apple products. Audio quality from the two fairing-mounted speakers is good, and the bar-mounted controls are straightforward and can be operated easily with gloves, though they would have looked less of an afterthought if they had been integrated into the other controls. The Zumo also allows for satellite radio reception for subscribers, with the antenna pre-installed in the fairing from the factory.

### Living Dangerously

The only other instrumentation on the bike is a speedometer with odometer, two trip meters and a clock. There are a couple of warning lights – one of which,

the low-fuel light, was used regularly; in a couple of remote areas, I feared it was in danger of burning out because of overuse. Depending on your right hand, the Deluxe will manage almost 300 kilometres before the light comes on. The overuse mentioned above resulted in a further 45 km after the light came on and, thankfully, the discovery of a gas station as what must have been the very last vapours of fuel were inhaled by the engine – also known as living dangerously!

At 1304 cc, the liquid-cooled V-twin in the Yamaha is now considered a midsize powerplant in the cruiser/touring market, and the power delivery matches that classification; plenty of torque can be found from just off idle, and once up to speed, the engine happily sits at 110 km/h, turning just 3400 rpm in top gear. Vibration and sound were exactly what I prefer from a twin, with power pulses that are noticeable without being obtrusive and a rumble that lets everyone know you're there without punishing the eardrums of your riding buddies. The

gearing in the stock five-speed transmission is a fine match to the engine, and it's a primary factor in the bike's efficient cruising abilities. The firm and positive shifting action is an added bonus. This really is a well-suited package for long-range touring, and its combination of power, gearing and aerodynamics makes it capable of returning fuel mileage very close to the manufacturer-suggested 5.6 L/100 km from the 18.5 L fuel tank.

The very first time I let the clutch out on the V-Star 1300 Deluxe SE was to begin a tight turn in a crowded parking lot. By the end of that first manoeuvre, there was no doubting the surprising agility and handling of the Yamaha – if the Ontario Provincial Police's Golden Helmets are looking to replace their Harley-Davidsons, this bike would make a great choice for performing those incredibly intricate displays. Much of the bike's low-speed handling ability comes from the light clutch that engages just off the bar with fantastic feel for the friction point, much like other Yamaha's we've tested recently. Once up to speed, long, sweeping corners are a pleasure, and putting the replaceable floorboard feeler on the ground happens instinctively rather than alarmingly.

### Rough Road Ahead

Both the front and rear suspension deliver a plush ride, even on the incredibly rough roads overlooking the Saint John River west of Fredericton, where every inch of travel was used to negotiate the exceptionally scenic ribbon of tarmac known as the 105. The 41 mm front fork is non-adjustable, while the rear, vertically mounted single shock allows for nine positions of spring preload adjustment.

The opportunities to test the Yamaha's stoppers were abundant during my trip, thanks to the Canada Day traffic encountered on the first day of the ride east. The dual 298 mm front discs and twin-piston calipers were adequate with the bike fully loaded, but the help of the rear, single 298 mm disc and single-piston caliper make all the difference when a quick stop is called for.

Arriving on the east coast, along



with thousands of other motorcyclists, for the Atlanticade Rally in downtown Moncton saw the V-Star Deluxe SE parked amidst the sea of chrome and sparkling paint I spoke of earlier. Unpacking the 28.5-litre hard-shell bags was just as straightforward as filling them in the first place, and after many, many hours of rain along the way, thankfully there were no soggy contents to contend with. It was while unloading the bike that I realized people had begun to stop and stare at the Deluxe. Sure, there were looks and approving nods along the way, but here we were, surrounded by the cream of the crop in terms of touring bikes, and this Vivid Red (Yamaha's official name for the colour) bagger without an ounce of chrome was getting the lion's share of the attention. This continued over the entire weekend, regardless of where the bike was parked or what was next to it. In fact, just moments before writing this paragraph, I was returning home from a short tour around the neighbourhood, and while waiting to make a left-hand turn, a boy of no more than 10 came up on his bicycle and proclaimed, "Nice

ride, man!" then nodded, gave me the thumbs-up and rolled away while looking over his shoulder one last time.

### Highest Praise

It would appear Yamaha knows what it's doing with the styling of its bikes of late, because I'm getting questions and comments about its products from people of all ages and gender, from long-time riders and never-been riders, and even from the toughest critic I know: my wife! She's seen more bikes roll into our driveway than she could count (not because she can't count; rather she just couldn't care less), but even she, the jaded one, took the time to look it over, ask a couple of questions and then ask for a ride. In my world, that's the highest praise offered. In terms of the rest of the motorcycling world, the V-Star 1300 Deluxe SE stands out as a quality mount, capable of taking you just about anywhere. And when you get there, you will be noticed. **MM**



For additional photos of the 2015 Yamaha V-Star 1300 Deluxe SE visit: [motorcyclemojo.com](http://motorcyclemojo.com)

## 2015 YAMAHA V-STAR 1300 DELUXE SE



### LIST PRICE

\$14,999

### WARRANTY

12 months, unlimited mileage

### CONTACT

[yamaha-motor.ca](http://yamaha-motor.ca)

### ENGINE TYPE

Liquid-cooled, V-twin

### DISPLACEMENT

1304 cc

### POWER

N/A

### TORQUE

81.8 ft-lb (111 Nm) at 4000 rpm

### BORE AND STROKE

100 x 83 mm

### COMPRESSION RATIO

9.5:1

### FUEL DELIVERY

EFI with 40 mm throttle bodies

### TRANSMISSION

5-speed

### FINAL DRIVE TYPE

Belt

### FRONT SUSPENSION

41 mm traditional fork, non-adjustable

### REAR SUSPENSION

Single shock, preload adjustable

### WHEEL TRAVEL

Front: 135 mm (5.3 in.);

Rear: 110 mm (4.3 in.)

### BRAKES

Front: 298 mm discs with dual-piston calipers;

Rear: 298 mm disc with single-piston caliper

### WHEELBASE

1690 mm (66.5 in.)

### RAKE AND TRAIL

32 degrees / N/A

### TIRES

Front: 130/90-16;

Rear: 170/70-16

### WEIGHT (WET)

331 kg (729.7 lb)

### SEAT HEIGHT

690 mm (27.2 in.)

### FUEL CAPACITY

18.5 L

### FUEL ECONOMY (OBSERVED)

5.9 L/100 km

### FUEL RANGE (ESTIMATED)

330 km

# Crossing *the* Crowsnest

*An appointment with family history  
beckons from across the Canadian Rockies*





Original buildings from a bygone era still grace Bellevue's main street just as they did in the town's mining heyday.



## FAST FACTS

### SPECS

Crowsnest Pass reaches an elevation of 1310 metres.

### RICHES IN THOSE HILLS

Crowsnest Pass is the site of the Canadian Rockies' richest archeological discovery and was home to some of the country's largest coal deposits.

### COMING TOGETHER

In 1979, the communities of Coleman, Blairmore, Bellevue, Hillcrest and Frank were combined to form the Municipality of Crowsnest Pass, Alberta.

The municipality covers 373.1 sq. km.

### BIG BANG

An explosion at the Hillcrest coal mine on June 19, 1914, killed 189 workers, leaving 130 women widowed and 400 children fatherless. It remains the worst coal mining accident in Canadian history.

### HOLD UP

On August 2, 1920, three local coal miners robbed passengers on Canadian Pacific Railway train No. 63 at gunpoint. A week later, two of the suspects were spotted in the Bellevue Café, where three deputies engaged them in a shootout.

*Story and Photos by* **Liz Jansen**

**C**rowsnest Pass was a well-worn trail long before it received its intriguing name. First Nations people used it for generations, crossing seasonally to hunt bison. Europeans tackled it in the 1870s looking for gold and found coal instead. Motorcyclists have discovered the real gold surfaces when riding through this mountain grandeur. The second-lowest and most southerly pass in the Canadian Rockies, Crowsnest offers an easily navigable route through the towering mountains in British Columbia to the foothills and high plains in Alberta. I rode from west to east – the direction most commonly used by explorers. It was fitting, as I, too, was exploring, but the journey was a more personal one: to learn about my heritage.



Many rivers flow from the mountains and make for a relaxing stop to take in the astounding scenery. (left) Going to work. Just one of the paths that miners used to walk deep into the hills to the mine. (below)

A mix of anticipation, apprehension, and excitement edged my approach. I wasn't sure what to expect, but it wasn't concern about the technical aspects of the ride that intruded. Rather, it was that I was going back. Back east into Alberta, and back in time to a place where my refugee Mennonite grandparents tried to establish themselves in a new land. There's nothing like a ride through nature's masterpiece to bring things into perspective and connect you to what's important.

Three weeks earlier, I'd left Ontario for what I expected to be 12 to 18 months of travelling the Americas by motorcycle. Although I was looking forward to the two-wheeled adventure, my primary goals were to study indigenous wisdom and learn about the role of culture in shaping who we are. For me, that meant visiting places where my grandparents homesteaded and my parents were born.

### Roundabout Way

After rounding the north shore of Lake

Superior, I dipped into South Dakota to visit Crazy Horse Memorial, staying longer than planned. A commitment to attend the Horizons Unlimited Travellers Meeting in Nakusp, British Columbia, meant that I'd have to go there directly, then backtrack into Alberta.

Breaking camp after three quick days spent with travellers from around the world, I loaded up the bike, pondering what the next stretch of road would bring, both literally and figuratively. Although the northern route on the Trans-Canada Highway was shorter, I opted for a more relaxed two-day ride and headed south toward Highway 3, known as the Crowsnest Highway. Following an old gold rush path, it would take me over the legendary Crowsnest Pass, albeit on a broad two-lane main road with well-maintained pavement. It promised less traffic, no major urban centres and a glimpse into a fabled history.

In British Columbia, riding through the mountains often involves getting

shuttled across a lake via ferry. That's how I found myself chugging across Kootenay Lake, sharing stories and laughs with fellow riders also returning to Alberta from Nakusp. They were taking an off-road route, but there's only one way across the water, so riders of all persuasions gather on the ferries. A late start, a wrong turn and a few photo stops on roads that are rarely straight meant an all-day ride to cover 400 km. That left only 325 km to Okotoks, Alberta, near Calgary, where I'd spend a few days retracing my family history before heading west again to the coast.

I stopped for the night in Cranbrook, often considered a gateway to the Canadian Rockies. Boasting being the sunniest location in British Columbia, the community of almost 20,000 is nestled between the Purcell and Rocky Mountains, so the view in any direction is spectacular. I enjoyed it from my campsite in a delightful family-run RV park a couple of blocks away from the main drag.

### Ascending Sun

I'd been told that for a literally awesome spiritual experience, approach Crowsnest Pass at sunrise, when muted morning light creates a soft beauty as the sun climbs over the mountains. Although I slept through the sunrise, I rode under sunshine and blue skies the entire day. It was natural to relax into the ride as the smooth surface followed the Elk River to the village of Sparwood, 125 km up the road and the last community before the pass. With fuel, restaurants and coffee shops, it's an ideal place for a mid-morning stop. Here the road turns southeast, following Michel Creek on its final approach to the pass. No matter what time of day you're riding, allow plenty of time to stop at one of the numerous pullouts and breathe in the beauty.

Surprisingly, the road is tame, even if the setting is not. Exercise caution through this remote wilderness. The road carves through prime wildlife habitat, and species such as bear, cougar, deer, elk, and bighorn sheep can emerge onto the road unexpectedly. Approximately 200 large animals are killed annually by vehicles on the Crowsnest.

# I'D BEEN TOLD THAT FOR A LITERALLY AWESOME SPIRITUAL EXPERIENCE, APPROACH CROWSNEST PASS AT SUNRISE

Although I saw none that day, I'm sure they saw me.

Temperature highs in July and August average 23 C, and the nights can be cool. Be prepared for temperature extremes and rapidly changing weather. Those year-round fluctuations and extremes wreak havoc on roads, compounded by the fact that mountains are always trying to reclaim their land. The roads were generally in excellent shape, but also be prepared for construction and changing conditions.

## A Continent Divided

The dramatic peaks that flank your ascent are reminiscent of the powerful tectonic activity that forced ancient rock from beneath the earth's surface. Evoking images of the Scottish Highlands, alpine meadows are sculpted by small ponds dotted amidst

rocky outcrops. Gentle curves increase in intensity as you gain elevation, but there are none of the sharp bends, abrupt drop-offs or white-knuckle handlebar moments typical of other passes.

Were it not for the sign marking the Continental Divide, you wouldn't realize you've just crossed Crowsnest Pass, which doubles as the border between the provinces. If you're looking for points of interest, events or accommodations, a prominent Alberta Tourism Centre here is well stocked with information, maps and advisers schooled in local history.

Crystal-clear blue waters against a mountain backdrop will captivate you as you ride across Island Lake before hugging the shoreline of the larger Crowsnest Lake. The land here has provided natural resources for humans since First Nations people arrived at least 10,000 years ago to extract chert with bone and stone tools to use in arrowheads, scrapers and knives. The dance hall heritage site on Crowsnest Lake,

where you can still camp, was a regular summer camp, with celebrations a regular occurrence. Then in 1873, while prospectors were searching for gold, coal was discovered. With the confirmation that the pass was suitable for construction of a railroad, the landscape and history were irascibly changed.

The Municipality of Crowsnest Pass (pop. 5565) is an amalgamation of five former frontier towns loosely strung together over approximately 15 km, each with its own colourful and often-tragic history. Beginning just east of Crowsnest Lake, Highway 3, now wider with additional lanes, takes you tangentially through each of them — Coleman, Blairmore, Frank, Hillcrest and Bellevue. Fuel, accommodations and restaurants are readily available along this stretch, but turn off the road onto the town's main street to experience its heart.

## Seen It All

From rum running and cattle rustling to shootouts and train robberies to massive strikes, devastating fires and public hangings, these towns saw it all. Small, white plaques on derelict and restored white-frame or brick buildings



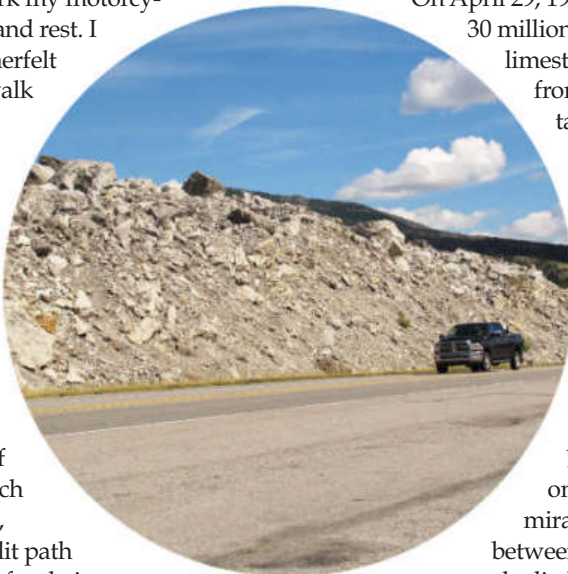


Scene of the Frank rockslide at Turtle Mountain. Canada's deadliest rockslide buried the mining town in the wee hours of the morning. (left)

To put it in perspective, this truck exhibits the depth of the rubble from the slide. (below)

commemorate a bygone era. You'll also find small, locally owned eateries where you can sit back and watch the comings and goings.

By the time I arrived in Coleman, I was looking for a picnic area under a shade tree to park my motorcycle, have lunch and rest. I found it at Flumerfelt Park, where a walk down the Miner's Path took me back in time. Follow it as it meanders along the Nez Perce Creek and you can almost hear the footsteps of small knots of coal miners, lunch buckets in hand, trudging the unlit path to arrive in time for their shift labouring underground. It brought to mind my grandparents with their own dreams for a brighter future in this land. Although their homestead was farther away, crop failures during the dust bowls of the 1930s meant my grandfather turned to a coal mine to provide for his growing family.



It's the town of Frank, where the Frank Mine was opened on Turtle Mountain in 1901 that makes you take pause over the immensity and ferocity of Mother Nature's power, unmistakable to this day.

On April 29, 1903, at 4:10 a.m., 30 million cubic metres of limestone broke loose from the mountaintop and slid into the valley of sleeping residents. In less than 100 seconds, three square kilometres were buried up to a depth of 30 metres. Depending on the account, miraculously, only between 70 and 90 people died. The road was reconstructed through the rubble, and today you ride through the massive debris field, piled high on either side with rocks, some purportedly as large as a bus.

Well worth the stop, the Frank Slide Interpretive Centre looks out over the devastation. Through guided walks and dramatic vignettes with firsthand

accounts of people who survived the tragedy, you can relive what it must have felt like on that day.

### Cool Down

No motorcycle ride is complete without an ice cream stop. The Old Dairy Ice Cream Shoppe just off Bellevue's main drag and across from a colourful motorcycle mural has flavours for every taste. Chill out in a seat on the boardwalk, where you imagine the very different life that existed here 100 years ago.

Keep a close watch on your speed as you pass through all municipalities on this well-patrolled route, and keep an eye out for carefree pedestrians who dart across the road on a whim. Once past Bellevue, you'll overlook the foothills as they make a relatively quick transition to the high plains. In case you ride through on a low-breeze day, as I did, the massive wind farms are a vivid reminder to be cautious of the winds that also love to follow mountain passes. Gust warnings are posted, particularly if you're heading north to Banff or Calgary, or south to Waterton Lakes or Montana.

No matter what purpose takes you across Crowsnest Pass or what your direction of travel, you can't help but be touched by its timeless energy. Other than responding to the ageless cycle of seasons, the powerful mountains have remained visibly unchanged for eons. Although humans have tried to tame them and extract their treasures, the real treasure – their majestic beauty – remains intact. As unyielding as they are, they've given hope and a new start to many. Recharged by a ride gave rise to a new appreciation of freedom, the road stretched out endlessly as I rode toward my past. **MM**



For additional photos of Alberta & British Columbia visit: [motorcyclemojo.com](http://motorcyclemojo.com)

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# UNOBTAINIUM

BROUGH SUPERIOR SS100

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will be  
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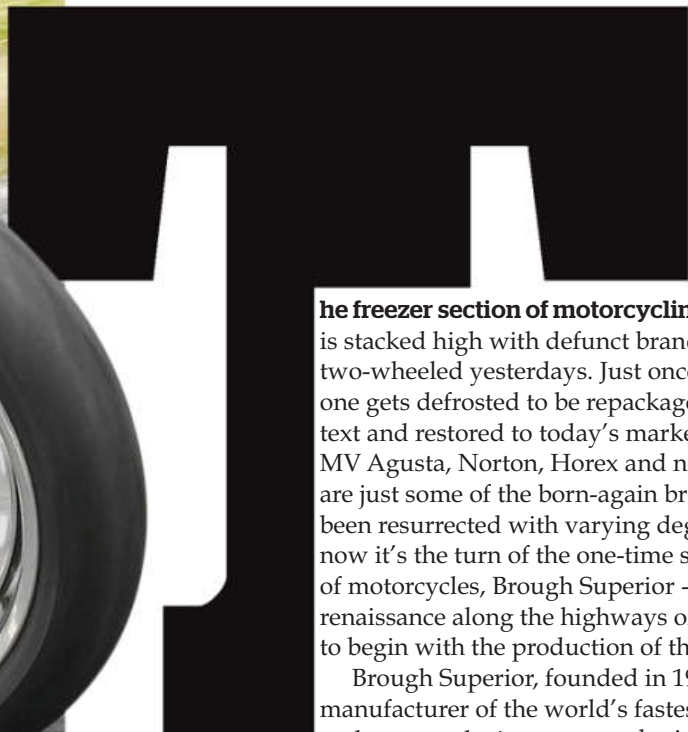


PHOTOS BY KYOICHI NAKAMURA



# The Legend Returns

A renaissance for histories most exclusive marque



**T**he freezer section of motorcycling's history store is stacked high with defunct brands from all our two-wheeled yesterdays. Just once in a while, though, one gets defrosted to be repackaged in a modern context and restored to today's marketplace. Triumph, MV Agusta, Norton, Horex and now of course Indian are just some of the born-again brands that have lately been resurrected with varying degrees of success, but now it's the turn of the one-time so-called Rolls-Royce of motorcycles, Brough Superior – and its journey of renaissance along the highways of the world is about to begin with the production of the born-again SS100.

Brough Superior, founded in 1919, was the manufacturer of the world's fastest, most desirable and most exclusive motorcycles in the pre-WWII era, of which only 3000 were made before the company ceased production in 1940, with the advent of war. Holder of the World Land Speed Record for motorcycles for much of its 21 years of existence, Brough Superior swiftly built a formidable reputation for itself under the direction of its founder, George Brough, based on a winning combination of unrivalled performance, dazzling looks, competition success and clever marketing.



George Brough aboard his own famous SS80-based machine nicknamed 'Old Bill', which became the first sidevalver to lap Brooklands at over 100 mph, and took him to victory in literally dozens of trials and races, as well as 51 of the 52 sprint races he competed in during the early '20s.



Modern Classic? The Brough Superior nameplate rolls again after 75 years. Ten bikes are to be built by the end of 2015, and 125 are scheduled to be hand-built in 2016. If you think you might like one, put in your order now and be prepared to wait.

Brough did not resume producing motorcycles after the war ended, but that's about to change under the direction of its present owner, Mark Upham, the Austrian-based Brit who acquired the company in 2008, and since then has been building brand new examples of the iconic 1920s-1930s SS100 model. This was in many ways the first true Superbike, and in the vintage era, became the motorcycle of choice for cognoscenti of speed. These included the legendary T.E. Lawrence ("of Arabia"), who owned seven Broughs in succession before he sadly died riding one in 1935. Upham is back-ordered in manufacture of his vintage-style SS100 recreations, which are authentic down to the smallest detail – but may be ordered with the added benefit of electric start!

### Reborn

But now, a 21st-century version of the Anglo-French Entente Cordiale has resulted in the Brough Superior marque being truly reborn, with production about to commence in France of the

first new high-performance streetbike in 75 years to carry the famous name. Upham has decided to relaunch Brough Superior with a modern range of high-performance, high-quality and inevitably high-priced models costing 50,000 euro, and employing advanced technology, high-class materials and radical design. To do so, he's collaborating with iconic French designer Thierry Henriette, owner of Boxer Design in Toulouse, to create the all-new SS100, which made its public debut at the 2013 Milan show to mark the 90th anniversary of the model's introduction. Powered by a specially developed liquid-cooled 88-degree V-twin engine produced to Boxer's design by Akira Technologies in Bayonne, France – builders of the Kawasaki ZX-10R motors that powered Tom Sykes to the 2013 World Superbike Championship crown, as well as his teammate Jonathan Rea's blistering domination of the WSBK series this year – production of the all-new Brough Superior SS100 is planned to commence very shortly, with the first 10 hand-built

motorcycles scheduled to be delivered to their lucky owners before the end of this year.

Thereafter, engine production will be transferred to one of Henriette's two ultra-modern Boxer Design factories in Toulouse, which is being rebranded as Brough Superior's new home. There, Henriette's 15-strong dedicated workforce will build the entire motorcycle in-house, with 125 bikes planned for 2016 and production ramping up to a maximum of 250 examples for 2017.

While the Boxer-designed SS100's retro styling clearly marks it out as a descendant of the pre-war SS100, it employs many advanced engineering solutions and high-tech components, including using the liquid-cooled 997 cc V-twin engine as a fully load-bearing chassis component, with a small titanium upper spaceframe bolted to the cylinder heads to locate the front suspension. Running 11:1 compression, this eight-valve power unit with composite chain/gear-driven DOHC currently produces 127 hp at 7800 rpm

according to Boxer, with a meaty peak torque figure of 88.5 ft-lb at 6400 rpm, although lower-performance variants will apparently also be available for customers who prefer rideability to speed. A turbocharged version is envisioned for further down the road for those who want more performance. All new Brough Superior motorcycles will be built on a bespoke basis for each owner, says Upham. "Brough Superior is a prestige marque, and just as George Brough did when he founded the company, every motorcycle we construct today will be built to the specific instructions of each customer and tailored to suit his or her needs, just like a bespoke suit or haute couture dress," he declares. "Our customers are entitled to expect only the very best, and that's what we'll be delivering to them."

#### Fior Fork

Most immediately eye-catching of the many avant-garde features on the slim, rangy-looking new Brough Superior is the front suspension, which combines a retro appearance with ultra-modern design. Based on the wishbone fork system created by French engineer Claude Fior, who used it on his Marlboro-sponsored four-cylinder Fior 500 cc Grand Prix racers in the late 1980s, this was copied by BMW in creating the duolever fork equipping its current four- and six-cylinder K-series models, since Fior had omitted to patent it. Fior in fact built several streetbikes for Boxer Design employing the same front suspension, an evolved version of which appears on the new Brough Superior. The SS100's retro-styled ultra-lightweight adaptation of the Fior fork employs a cast-aluminium wishbone fork with twin titanium articulated triangular links, while at the rear, the



cast-alloy swingarm with progressive rate link pivots in the engine crankcases, with Öhlins monoshock suspension employed front and rear. The Brough Superior brakes are equally leading edge, with no less than four Beringer 230 mm aluminum-ceramic composite floating front discs, doubled up in two pairs, gripped by four-piston radial calipers employing special sintered metal pads to stop a bike weighing 186 kg dry with a balanced 50/50 per cent weight distribution.

As the person who had the bright idea of introducing Mark Upham and Thierry Henriette to each other, my reward for doing so was to become the first person in or out of the company to ride the new SS100 in something approaching anger. I did so over a two-day visit in high summer to the Brough Superior factory in Toulouse that was interspersed with rain showers in an obvious attempt to make both the bike and me feel right at home, and thoroughly British. But I put enough dry-weather mileage on it out in the foothills of the Pyrenees south of Tou-

louse to get a true picture of what the SS100 is all about, and what its fortunate future owners among the 300-plus who have put their names down for a bike can expect when they eventually get it. No doubt about it, the SS100 has serious visual presence – this is a classy set of wheels that oozes quality and exclusiveness. It looks long, but it's also skinny – even more so than the 1937 Matchless-engined Brough Superior SS100 I was fortunate enough to own back in the mists of time, long before prices soared into the stratosphere. Oh well, what might have been! This means the Anglo-French bike has quite a spacious riding position, although at 830 mm, the beautifully made seat with suede leather insert is definitely a little too high, not helped by the unusual choice



Slim mufflers are much smaller than the massive fishtail mufflers of the previous generation SS100.

of 18-inch wheels as a concession to tradition – so much so that it might be slightly intimidating for anyone much shorter than my five-foot-ten-inch height. Henriette plans to lower it 25 mm for production, and since the footrests are by contrast fairly low, it won't be too cramped if he does that. But the flat, pulled-back handlebar is perfectly shaped to allow you to choose how you want to ride the SS100, either sitting upright for relaxed road-burn-in, as many of the firm's more mature customers may prefer to do, or hunched down on the tank to steal speed. The fat rubber grips feel meaty to hold, and help give a sense of substance to the bike, which also has numerous detail touches like those classy-looking brake and clutch master cylinders, all of which add to the sense of quality.

Thumb the starter button and be ready for a surprise. The engine's 88-degree cylinder angle isn't so far away from a 90-degree V-twin, as on any Ducati, and the SS100 motor's 94 x 71.8 mm dimensions are practically identical to the 1000DS Desmodue motor. But the Brough Superior doesn't sound anything like a Ducati, with a definitely higher pitched, less sonorous beat issuing from the two slim exhaust canisters, each of which has a catalyst inside to make the SS100 Euro 3 compliant. It sounds pretty quiet, while definitely sporty – though the reduced volume means you can hear the valve train thrashing round in a surprisingly

passable imitation of a pushrod motor like my vintage SS100.

### Modern Vintage

The new SS100 may hold a strong visual resemblance to its vintage predecessor, complete with a modern reinterpretation of all the styling cues,



like the fuel tank, brakes and fork, but in its present guise, it doesn't have a Superbike level of performance that makes it stand out from its peers, as the original bike did. That's not to say this won't come in the future – especially when they get around to turbocharging it – but that 127 hp makes it more Supersport 600 than Superbike in terms of acceleration and outright performance, not forgetting that WSBK rules now permit 1200 cc twins – a capacity that the Akira-developed motor may eventually be uprated to reach.

What we have here and now is a sort of long-legged, lazy-sounding gentlemen's express, a two-wheeled equivalent of an Aston Martin DB9 or Bentley Continental, complete with the same high level of build quality, adequate rather than exceptional performance, and the sense of exclusivity. There isn't a huge amount of torque low down, so you must use the gears a fair bit to keep the V-twin engine revving and the bike motoring. But that's part of the fun of riding the new Brough – and it is

indeed a really enjoyable ride. Though it has an old-style cable throttle, so there's no choice of riding modes. Even at this early stage of development, the mapping of the Synerject ECU is truly excellent with spot-on fuelling delivering a smooth pickup from a closed throttle, and a linear power delivery as revs mount. So when you trail-brake into a turn, as the Fior fork will allow you to do, the transition point at which you open the throttle to accelerate out of the bend doesn't exhibit any jerky or over-aggressive response, just a smooth, almost syrupy pickup.

### Deft Touch

While the new Brough's 88-degree V-twin engine may not be super-potent, it has quite enough power and torque to thrill, although for really satisfying acceleration, you need to get it revving above 5000 rpm.

The light but positive shifting six-speed transmission is a delight to use except for the fact that finding neutral is impossible at rest, and quite hard to do even on the move. Henriette is aware of this, though part of the reason may be the fact the engine had done relatively few kilometres in the chassis by the time I came to ride it, so it may be easier once everything is loosened up. But the clutch action is also very light, making the Brough an easy bike to ride in town or slow traffic, where its tight turning circle makes it agile and practical.

Where the Brough really comes into its own, however, is in the way it handles at speed. There's a constant reminder that you're riding something completely different in terms of front suspension by the way the vestigial flyscreen mounted on top of the headlamp, which in turn is attached to the wishbone fork, rises and falls in front of you as the special Öhlins shock and Fior fork eats up road rash. In spite of the rangy 1540 mm wheelbase, the new Brough changes direction pretty well, without any undue effort needed to pry it away from its sure-footed line in a turn. It doesn't understeer either on partial or full throttle, nor does it sit upright and head for the hedges if you miscalculate your turn speed and have

to take a handful of brake once committed to a turn. It's a confidence-inspiring ride thanks to the relatively conventional steering geometry; with a 23.4-degree rake for the wishbone fork that uses 94 mm trail via a 38 mm fork offset.

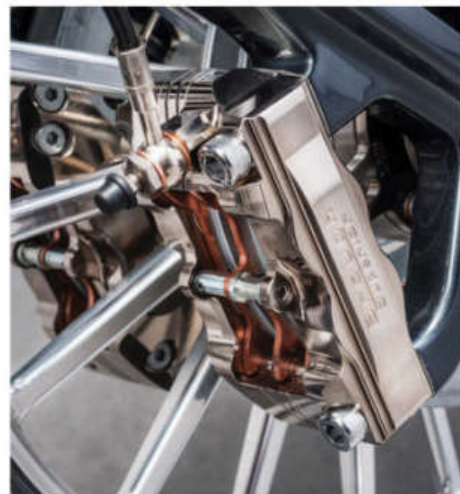
### Born Well

You can experience these benefits very quickly on the SS100, not only because of the good ride quality, but also by the way it quickly becomes second nature to trail-brake late and hard into a turn without fear of the fork freezing. The flyscreen tells you that the suspension's still working to damp out the irregularities in the road surface, but you don't really feel it because the shock is dialled in so well. Moreover, Henriette has dialled in just sufficient front-end dive in the system to give someone not familiar with alternative front ends the sense that the bike is actually slowing when you squeeze the front-brake lever. Which it does, for those Beringer brakes are fabulous, with an immediate but not excessive response when you squeeze the front-brake lever in a way that isn't at all snatchy, in spite of the seeming overkill of having four discs up front. They're easy to modulate, yet ultra-effective. I'm a believer, because their reduced mass surely plays a part in the new Brough's sweet steering.

For a bike right at the start of its on-road development cycle, there's no doubt about it: the new Brough Superior SS100 was born well. Sure, there are all the usual minor wrinkles to iron out before delivering bikes to customers, but Thierry Henriette and his Boxer Design team have produced a bike in record short time whose considerable visual presence is matched by its overall capability and the enjoyment you get from riding it. They can be very proud of their work in ensuring the legend of Brough Superior lives again, thanks to an ultra-effective entente cordiale that's produced one of the most individual and pleasing modern-day motorcycles that money can buy. **MM**



For additional photos of the Brough Superior SS100 visit: [motorcyclemojo.com](http://motorcyclemojo.com)



(clockwise from the top) The Brough Superior factory in Toulouse, France. Inside the ultra clean factory. Ingenious double brake rotor uses two outboard brake pads and an additional double-sided brake pad between the two floating rotors. Engine parts laid out ready for assembly. Lean and clean. Details like the small, indiscreet buttons and slim, functional clutch lever add to the bike's minimalist appearance.

**VINTAGE** 1971 TRIUMPH



**Keeping tabs on the first in a long line**

*Story by* **Greg Williams**

# **Ghost in the**

# C



The 'ghost' as it was when author Greg Williams owned it

hasing ghosts. That's all any of us are really doing – at least, those with an interest in old motorcycles. Perhaps it's the ghost of a machine from our youth. Maybe it's the ghost of a machine a family member once owned and rode. Sometimes, ghosts have a way of finding us.

As I was sitting at a vendor's table at the 2013 Millarville Vintage Motorcycle Swap Meet, held annually just outside of Calgary, an old Triumph motorcycle rolled past. The blue and white paint on the tank was familiar, and as the bike disappeared out the door, a friend chased it and copied down the serial number. As with some telephone numbers we never forget, I've always remembered the serial number of my first British motorcycle – and it just wheeled by.

In elementary school, I read a copy of Claire Mackay's *Mini-Bike Hero*. I was captivated. With money earned delivering flyers, I bought a derelict machine with a Clinton rototiller engine from a neighbour. My dad and I spent time taking this apart, cleaning, fixing and painting before I was let loose to terrorize the community.

A series of dirt bikes followed, mostly Yamahas, but by the time I turned 16, powered two-wheelers were left behind in favour of a Datsun 510 station wagon. Motorcycles were not forgotten, however, and a trip to visit a friend in Saskatoon in 1989 brought them back into focus. His dad had a garage full of machines, all of them Harley-Davidsons except for one older Triumph tucked into a corner. I ignored the Harleys and made a beeline for the Triumph. It was the British machine that captured my attention.

### May Have Been a Keeper

Back in Calgary, I was working as a prep cook and, in 1992, a loan from a sympathetic girlfriend helped secure the purchase of a 1971 Triumph TR6R Tiger. This was the single-carburetor 650 cc Triumph with low pipes, not the dual-carburetor Bonneville. I had done zero research, but soon learned the bike had the

## FAST FACTS

### NO. 1

The first Triumph motorcycle was produced in 1902, powered by a 2.2 hp Minerva engine. They called her No. 1.

### TIGERS MAKE HISTORY

In 1966, Buddy Elmore won the Daytona 200 aboard a factory-prepped 500 cc Triumph Tiger. Gary Nixon repeated the feat in 1967, aboard a Tiger 100.

### BSA BLUNDERS

The oil-in-frame Triumphs came about as a result of BSA brass assigning the redesign of the 650 Bonneville to a team made up of mostly aeronautic experts with little experience or interest in motorcycles.

At the end of the 1960s, Triumph's parallel-twins were at the height of their development. Compared with Japanese motorcycles, they had poor build quality, poor reliability and terrible brakes, and they vibrated badly. About the only thing they didn't need was a new frame.

The new design held oil in a three-inch-diameter tube making up the backbone of the frame; unfortunately this resulted in the oil foaming. To solve this, the oil level had to be dropped, thus reducing the oil capacity in the frame by almost half.

### NOT SO BAD AFTERALL

Despite initial teething problems, the oil-in-frame Triumphs would endure until the company's closure in 1983.

### DESERT SLED

The term "desert sled" refers to a motorcycle that has been modified with long-travel suspension, high-mount exhaust and knobby tires for the purpose of taking on wide-open, off-road terrain.

PHOTOS BY AMEE REEHAL

# Machine



Decades pass but  
luckily photographs  
help to relive  
memories as  
Greg stands  
beside his Triumph.

incorrect front fender and the wrong mufflers. But, I was happy to have the bike.

I started buying copies of *The Classic MotorCycle* and *Classic Bike*. In these UK magazines, I read about the perceived shortcomings of oil-in-frame Triumphs, which were new for 1971. The tall seat height (three inches higher than 1970 models), Ceriani-style forks, wire front fender and headlight mounts, revised brakes and conical hubs, slab-sided air filter covers and megaphone mufflers – all were features different from the Triumphs I discovered I really liked. Stories and photos of rigid-framed machines of the 1930s, '40s and early '50s captured my interest more so than later models.

But I rode the Triumph that fall, after fixing a few things, and commuted to work and journalism school. While searching for parts and advice on keeping the Triumph running, I met Bernie Nicholson of Nicholson Bros. Motorcycles, who had relocated from Saskatoon to Calgary. He sold me a new Amal carburetor and a pair of Avon tires – and gave me a copy of his book *Modern Motorcycle Mechanics*. Valves were adjusted, points and plugs changed, wheel bearings replaced, and the correct front fender installed. At some point in 1994 I had enough money to swap the Triumph's faded light blue

paint for the correct Pacific Blue and the distinctive Cold White scallops on the tank. A hard lesson was learned when almost immediately the paint started to bubble. Without pressure testing before spending money on the paint, the front of the tank disappointingly decided to develop a pinhole leak, which I didn't fix.

### Staying Close By

I never rode the Triumph on any great adventures, keeping it mostly in the city with a few short highway jaunts, but I did add about 6000 miles to the Smiths odometer. Many people put down the oil-in-frame Triumphs, but in all reality, the Tiger was a very pleasant and stable machine that ran very well. In 1997, a late-summer ride to Vancouver Island had been planned, but the top end was getting noisy – well, noisier than usual – and I parked the Triumph. It was left alone until that fall, when I sold it to a local collector, who then sold it to an enthusiast in central Alberta. This latest owner replaced the tank and painted it the correct colours, and he discovered a mushroomed pushrod was the cause of the top-end noise. He installed megaphone mufflers and performed a general cleanup, bringing the bike closer to stock than I had. He occasionally rode the Triumph, and about six or seven years later called me to ask if



I'd be interested in buying it back – for close to three times what I'd sold it for. No thanks.

The Triumph Tiger ended up with John Oland at Motoparts in Edmonton, and in 2004, that's where John Wenkoff – aka Johnny Forgotten, lead guitarist/singer of the punk band Rock n' Roll Rats – of Calgary found it.

"It was 101 per cent mint original when I got it," John says from his current home in Vancouver. "I'd told [John Oland] to name a price, and I happened to have the funds, so I decided to go for it. I replaced the '71 side covers with oil tank-style ones from British Cycle Supply, and I also replaced the exhaust pipes with '68-style cocktail shakers. Also, I installed a Boyer electronic ignition unit. Purists would give me grief for altering a 100 per cent original bike, but trust me, it made it look and sound



The 1971 Triumph Tiger has passed through many hands since the author owned it, and the current owner is converting it into a desert sled.

100 per cent better, and most people mistook it for a '68."

#### **A Man and His Bike**

John had quite a few adventures on the Triumph. Also, he says, "I met and broke up with several young ladies directly because of the bike." He rode it around town, took many medium-length trips in Alberta, including Calgary-Edmonton journeys, and even launched it down the drag strip when Race City was still here.

John wasn't a fan of the oil-in-frame's tall seat, though, so he bought a 1969 Triumph Bonneville, and in 2009 sold the Tiger to Steve Hanulik of High River, Alberta.

I had met Steve a few times, at motorcycle shows or swap meets, and we'd always discuss "our" Triumph. Steve treated the Tiger as most of its

previous owners had, generally keeping it maintained and riding it in High River and at least once a week through the foothills of southern Alberta to towns such as Black Diamond, Longview, Nanton and Turner Valley.

In 2013, disaster struck High River, though, and true to its name, the town flooded like it had never flooded before. Steve's home was underwater, and so was the Triumph, right to the bottom of the headlight. In frustration, more than anything else, he let the flood-victim Triumph go to Phil Bunton at the Old Motorcycle Shop in Calgary. It was Phil who had taken the machine to the 2013 Millarville Swap Meet.

#### **The Ghost of Triumphs Past**

And that's when I saw a ghost, as Collin Brown of Calgary pushed the Triumph Tiger past me. The one thing that

troubled most of us about the machine – the tall seat height – was the main reason Collin, at six-foot-five, had been actively searching for a 1971 Triumph. Collin's first British motorcycle was a 1973 Norton 750 Commando basket case he bought when he was 14, and he credits his dad, Sheldon, for sharing his two-wheel enthusiasm. As a young teen, Collin found the pieces needed, and eventually got the Norton together. He had to be the coolest kid in his hometown of Grande Prairie as he rode from the acreage to high school and back. After the Norton came a Triumph bobber, and he began accumulating oil-in-frame parts, including wheels, forks and a frame, to start his next project.

Chief among the components Collin had, though, was a 1973 Triumph T140V engine. It's a 750 cc five-speed lump, which he says he found online,



The Tiger, as it was photographed, is more or less faithful in appearance as it was when it left the Meridian factory.



listed as “seized.” When Collin got it, however, he discovered it was only the kick-start ratchet that was locked, and the rest of the engine looked as if it had been rebuilt with .020” over pistons and freshly honed cylinders.

“I saw the 1971 Triumph Tiger at the swap meet and I had a bit of money burning a hole in my pocket,” Collin says. “It was one of those things where I was doing an oil-in-frame project anyway, and thought maybe this would save me a bit of time and effort trying to find brackets and bolts – all the little pieces you want to have.”

The Tiger’s original engine went to Collin’s brother, Stacy, and it’s since been rebuilt; it will be the power plant in Stacy’s 1969 Triumph with a rigid rear end. Collin spent plenty of time taking the Tiger apart, and thoroughly cleaned the frame, which retains its

original black paint. Taper roller bearings went into the steering head, and wheel bearings were replaced while the swingarm was serviced. He left the stock shocks on the bike, but rebuilt the forks with Progressive springs. Also, a new wiring harness and electrical components were installed.

### Fits Just Right

“I love it,” Collin says of the oil-in-frame Tiger. “It’s tall, it’s long, and I think the front end is far superior to the older-style forks. I agree, though, that it doesn’t have the ‘look’ of the older Triumphs.”

Since these photos were taken, Collin has swapped the headlight for a 5 3/4” Bates style, built a taller saddle, added some high-rise exhaust pipes and Hagon rear shocks, and painted the gas tank black. Future plans include fitting

alloy fenders and some knobbier tires. He says, “I’m just putting together the bike that I want to ride – more towards a desert sled machine.”

Since letting it go, that old Triumph Tiger has always had a way of finding me, like a ghost that won’t move on. I like knowing it’s always been relatively close by, though, and especially now that it’s living a new life. Maybe, with Collin aboard, it will finally go on a long highway trip. He and Stacy have talked about a west coast trip on their Triumphs, but he admits, “That’s not even in the planning stage yet, but one day.”

Whether it’s motorcycles or the adventures they provide, we’re all chasing ghosts. **MM**



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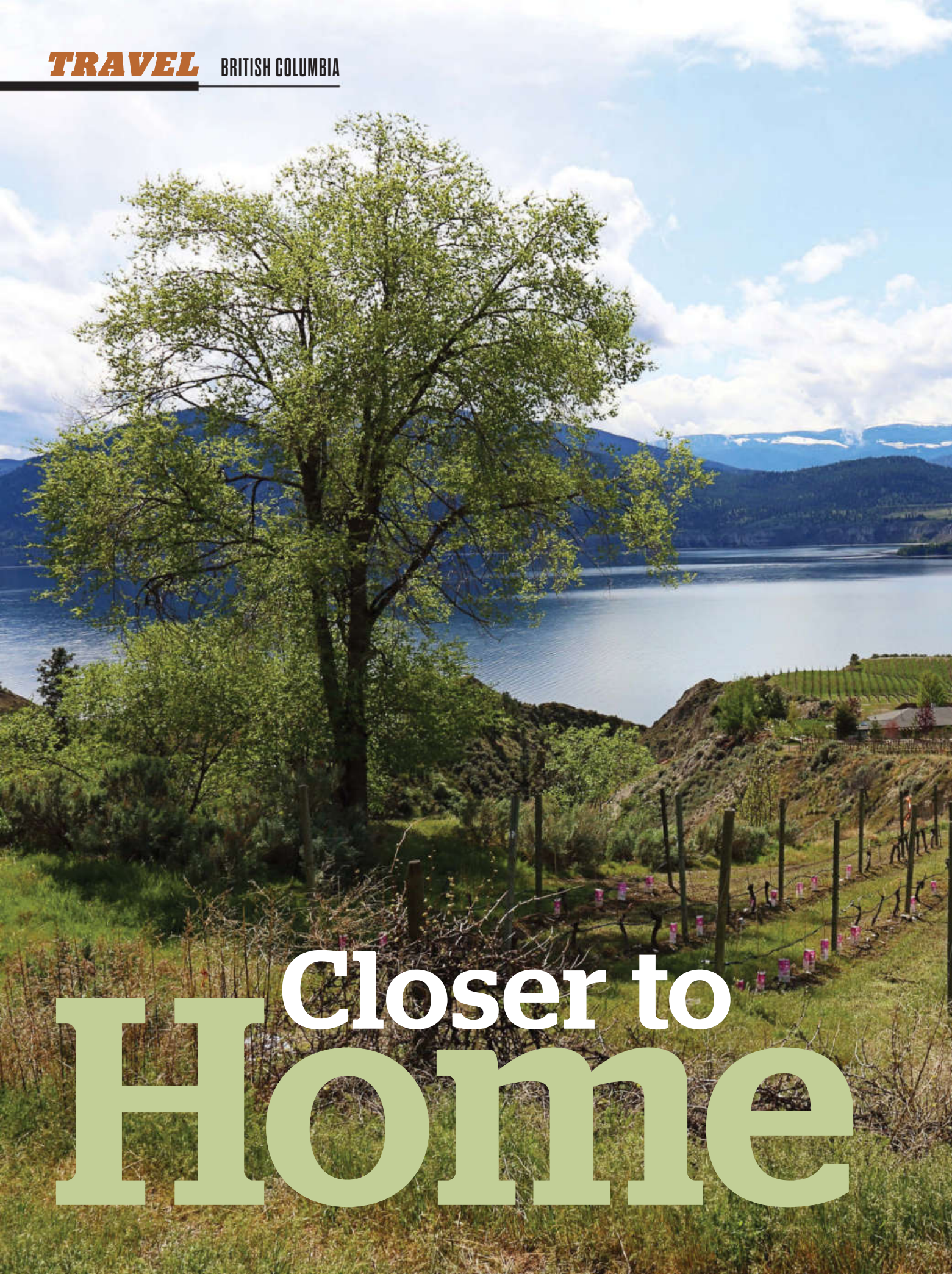
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# Closer to Home

**M**y husband and I tend to go on motorcycle trips south of the border. We load the bike into our toy hauler and head to warmer weather in the spring and fall. Last year, however, circumstances didn't allow us the two to three weeks we normally take for a spring break, so we decided to take a week closer to home. Anyone from Alberta knows that riding in May is chilly most days, so we turned our focus to southern B.C., deciding on Osoyoos as our destination and home base.

## FAST FACTS

### LOW POINT

The town of Osoyoos sits on Lake Osoyoos, the surface of which marks the lowest point in Canada's Okanagan Valley, at 283 m above sea level.

### BOTTOMS UP

Penticton, B.C., is Grand Central for wine tourism in the Okanagan Valley, with approximately 90 wineries inside an hour's drive.

### NOT A SURE THING

Now famous for fruit production, the Okanagan Valley struggled to produce commercially viable orchards from the initial attempts in 1892 through to the 1920s.

### THEME TOWN

Leavenworth, Washington, was revitalized in 1962, taking on the appearance of a mock Bavarian village in the hope of improving the local economy.

### SOOTHING WATERS

The Nakusp Hot Springs consist of three separate developments: the Halcyon, St. Leon and Nakusp springs. The springs are open to the public year-round, and a dip will cost you \$10.

PHOTOS BY THE GENERAL STORE PHOTOGRAPHY



A scenic view through one of the many vineyards in the Okanagan Valley.

*Spring blooms in the Okanagan Valley*

Story by **Michele Hengen**



The phenomenon of spots on Spotted Lake is due to the high mineral content in the water. (left) Old cars in an orchard make an ideal subject for an amateur photographer. (right)

We headed out from central Alberta and stopped for the night in Radium Hot Springs. Though we didn't go for a soak on this trip, we have in the past and it's a great way to end a day. The next morning we drove to Osoyoos on Highways 95 and 3, going through Creston and Christina Lake. This route winds over mountain ranges and through valleys. My husband has enjoyed it on a bike in the summer, but on this trip there was still snow at higher elevations.

## In Bloom

We arrived in Osoyoos around 5:30, and after quickly parking our trailer, we hopped on the bike and headed to Penticton – an easy ride for the evening. The orchards and lilacs were all in bloom and the air was very mild compared to the lingering winter back in Alberta.

We were eager to go for a ride the next day but waited for the warmer temperature of mid-morning. We took Hwy 3 to Princeton, then 5A and 97C to Peachland and back down on 97 to Osoyoos, which made for a comfortable day's ride (about 365 km). Bloom-

ing orchards and the snow-covered mountain peaks on Hwy 3 made for a stunning ride. We paused for a not-so-quick stop in Keremeos to photograph antique cars and trucks interspersed among an orchard, a highlight for this amateur photographer.

As we were getting back on the bike after stopping in Princeton, we met a fellow rider checking out our bike and had a chat. I love how motorcycling brings people together no matter where they are from. The route over the mountains on Hwy 97C was cold at that time of year, and I was very grateful for my heated gear, as the temperature was close to 0 C. The air warmed up considerably on the descent into Peachland, and we continued to enjoy it all the way back to Osoyoos.

## On the Hillside

Following a rainy day, our next

ride was along the Eastside Road to Penticton and then up Naramata Road on the east side of Okanagan Lake. Vineyards and orchards cover the hillsides and, since the road is higher up on the hillside, you get great views of the lake and surrounding countryside. When we reached the end of the road, we turned around and then travelled south to White Lake Road.

It took us through scenic valleys and farmland to Keremeos, and from there we headed back down Hwy 3 to Osoyoos, stopping at Spotted Lake along the way – a high concentration of minerals gives the lake a spotted appearance; hence its name.

As Osoyoos is right at the border with the U.S.A., we decided to visit Leavenworth, Washington, the next day. We took Hwy 97 south to Wenatchee, then Hwy 2 to Leavenworth (roughly





260 km). Again, we travelled through orchards and, in places, followed the Columbia River. On the way we stopped at Wells Dam, where I had some fun photographing the giant turbine on display there. The town of Leavenworth is decorated with a Bavarian theme and is filled with artisan shops and restaurants; it's definitely worth a stop. After visiting the neigh-

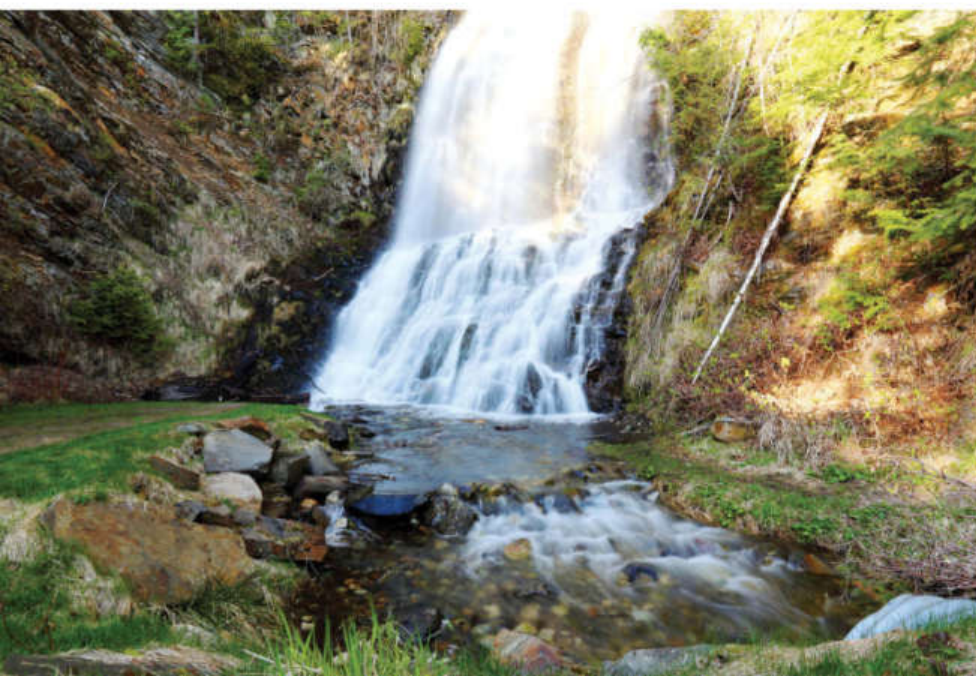
bouring town of Cashmere, we headed back north to the border. The trip took 10 hours, but with the many stops we made, it was comfortably done.

### **Making Camp**

The next day, we headed back toward Alberta with an overnight in Revelstoke, B.C. We pulled into the campground by mid-afternoon,

which left plenty of time for a ride! We decided on Hwy 23 south to Nakusp, crossing over Upper Arrow Lake on a ferry. Between Revelstoke and the lake, the road climbed until we were riding by snow and thick forest, and the view didn't open up again until closer to the ferry terminal. After a short ferry ride, we enjoyed the fun, winding road to Nakusp in the late-afternoon light. Unfortunately, we didn't have a lot of time to explore the town before we needed to catch the ferry. By the time we rode back to Revelstoke, it was getting dark and cold. Once again, I was grateful for heated gear!

We drove back to Alberta and home the next day after thoroughly enjoying our B.C. rides. It reminded us that great biking adventures can be found closer to home and north of the border. **MM**



For additional photos of  
British Columbia visit:  
[motorcyclemojo.com](http://motorcyclemojo.com)

A waterfall is a  
great place to  
stop and take  
a break. (left)

**VINTAGE** 1970 BSA A65 CUSTOM

# East Coast Sleeper

After receiving more than just a restoration, this BSA is a wolf in sheep's clothing



PHOTOS BY ED BOULTER

Story by **Greg Williams**



## FAST FACTS

### THREE RIFLES LOGO

A group of gunsmiths founded Birmingham Small Arms (BSA) in 1861.

### THE FIRST IN A LONG LINE

In the 1880s, the company began producing bicycles, but it wasn't until 1905 that BSA started experimenting with motorcycle production. Its first motorized bicycle rolled off the line in 1910 with a 3.5 hp engine.

### HAD A GOOD RUN

The A65 engine ran in many BSA models from 1962 to 1972.

### LAST-DITCH EFFORT FOR SURVIVAL

The BSA Group bought Triumph in 1951, but by 1972, the company was virtually bankrupt. The British government merged financially troubled Norton Villiers company with BSA to form Norton Villiers Triumph as a last-ditch attempt at saving the ailing British motorcycle industry.

## IT WAS ALL THERE, BUT IT WAS IN ROUGH SHAPE. THE CHROME WAS RUSTY AND EVEN THE FRAME WAS BENT

**T**hings aren't quite what they seem here. This gleaming, finely restored 1970 BSA A65 might look like a stock motorcycle, but there's something lurking below the surface. Imagine holding a lit match to a sparkler, only to discover it's a stick of dynamite. In other words, the BSA is a sleeper.

Garrie Cook of Cook's Classic Rebuilds in Halifax, Nova Scotia, has been tinkering with old motorcycles since the mid-1970s. Back then, Garrie says, he used British motorcycles as the maker intended.

"I couldn't afford a car when I was younger, so I had to buy and ride motorcycles if I wanted to get around," Garrie explains. Over the years, his expertise and tool collection grew. Now 61, he's been operating Cook's Classic Rebuilds for close to a decade. In 2008, in order to properly certify machines requiring a safety inspection, Garrie became a red seal motorcycle technician. Essentially, he knows his way around the bits and pieces of many different kinds of bikes.

Garrie first met Mike Mackin, owner of the BSA A65 pictured here, when he dropped off a 1971 Norton Commando.

### Passed The Audition

"[Mike] wanted the Norton to look as stock as possible, but also to run as strong as possible," Garrie says. To make that happen, Garrie added to the engine a dynamically balanced crankshaft, SRM Engineering connecting rods, high lift cams, custom pistons with total seal rings and a belt primary drive.

It turned out the Norton was a test. Mike just wanted to see how good Garrie's work really was. After picking up the Norton, riding to Digby, Nova

Scotia, and picking up first place in a local motorcycle show, the results were in: Garrie had passed.

That's when Mike delivered bike number two – the 1970 BSA A65.

"This bike was important to him," Garrie says. "He'd bought the BSA back in 1974 from a friend who couldn't keep it running. Mike bought it, installed a new points plate and rode it all over Nova Scotia in all kinds of weather, including rain and snow. That BSA was his transportation. He even had it with him in Halifax when he went to college."

### The Restoration Begins

According to Garrie, Mike kept riding the BSA well into the early 1980s. But, wanting to travel the world, Mike stored the motorcycle in a friend's basement and vowed he'd one day return and restore it to top-notch condition. Thirty-one years later, he called Garrie in to collect its rolling chassis and engine – from the same basement. For some reason, the A65's powerplant had been taken apart and stored in dusty boxes on shelves behind the bike.

"It was all there, but it was in rough shape. The chrome was rusty and even the frame was bent," Garrie says of his initial assessment of the project. Enter his friends at British Cycle Supply in Wolfville. They had a new-old-stock 1970 BSA frame, and it replaced the original. The swingarm was in good shape, so it and the new frame, front fork triple trees and lower legs were all powdercoated black at Precision Powder Coating in Dartmouth. The hard chrome fork stanchions were renewed, and fresh BSA springs and bushings installed. Out back, Hagon shocks were bolted into position.

Front and rear wheels were rebuilt using freshly powdercoated stock hubs with stainless steel rims and spokes that came from Walridge Motors in Lucan, Ontario. Tires are Bridgestone Spitfire at



Builder Garrie Cook (standing) discusses the finer points of the build with the bike's owner, Mike Mackin.

both ends, and Garrie added stainless steel fenders.

### Building a Sleeper

With a rolling chassis on the bench, Garrie turned his attention to the heart of the machine – and engine work is what he enjoys performing the most.

“Originally, I thought Mike just wanted the BSA restored, but he wanted it built the same way I did the Norton – sleeper-style,” Garrie says. “I spent quite a bit of time making the engine something totally different.”

To do that, Garrie decided to bore and stroke the BSA A65 engine. While many hot rod builders will bore BSA cylinders oversized to gain power, not many go the route of extending the throw of the crank. To achieve the extra 1/4" stroke, he sourced a BSA A10 crankshaft. The original plain bush of the A65 crankcase was machined out to accept an SRM Engineering bearing conversion. SRM Engineering also supplied a set of polished, high-strength A65 connecting rods. In the gearbox, most of the gears were replaced, and all new bearings and seals were used.

Once the bottom end was together, complete with an SRM high-output oil pump, Garrie machined up a booster plate to place under the oversized SRM cylinders to give the required clearance

for the larger crank. The cylinders accepted a set of BSA 441 pistons, with a compression ratio of almost 11:1. Those pistons are meant for a single-cylinder BSA, and if you multiply the 441 by two, you get 882 cc. Add the extended crank, and Mike’s original 654 cc engine must be close to 900 cc.

Up top, the A65 head was media blasted. Oversized intake and exhaust valves required the seats to be cut, and new guides were drifted into place.

Garrie had to fabricate extended pushrods to make up for the taller top end.

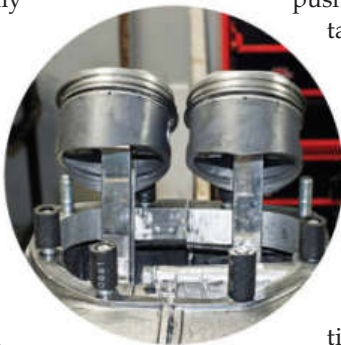
A Bob Newby Racing clutch and belt drive handles the primary side, and the friction plates have been upgraded with Surflex units. Spark plugs fire courtesy of a Tri-Spark digital electronic ignition. Dual Amal Premier

carburetors handle fuel and air mixing duties. A complete stainless steel exhaust system – from headers to mufflers and clips – came from Walridge Motors.

### Lighting the Fuse

With the bike’s high-compression pistons, Garrie, at 150 lb., says he’s not quite heavy enough to kick the engine through quickly enough to get it running. For owner Mike, it’s not a problem, as Garrie says, “Mike has a bit more beef on him.”

Although Garrie says Mike “didn’t



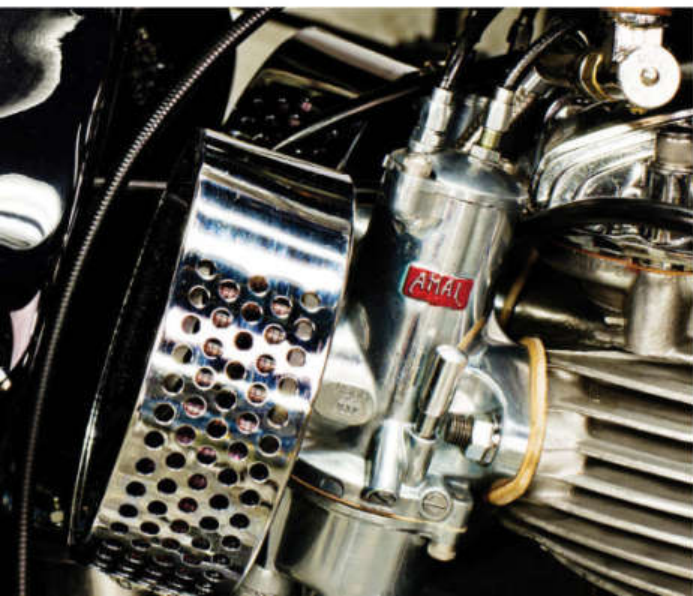
It's obvious when looking at any part of the BSA that no detail was left untouched.

seem too impressed that I hadn’t been able to get it started,” he proudly adds, “but during one of his visits here, he primed it, turned on the key, and on his first kick it started.”

The gas tank was sent to Chrome Black Lake in Quebec. It was in terrific shape, with no dents, and only required a fresh coat of plating. Tony Smith of Paintsmith in Chezzetcook, Nova Scotia, applied a black stripe, and the finishing touch was a hand-painted gold pinstripe. A new seat cover went over the restored seat pan using the original foam.

For his first adventure with the BSA, Mike visited his hometown of Digby, where he set the machine up at the Wharf Rat Rally, talked with friends about old times and rode it around just as he used to. After adding about 50 miles, Mike returned the BSA to Garrie for some fine fettling.

“I’ve worked out how to get it started myself,” Garrie says, “but what I really need to do is gain some weight to make it easier for me to kick it over. The BSA is very tight in the corners, and the suspension is just beautiful. It rides straight and true, and it’s very fast. You can really feel the long stroke, too – it feels like dynamite.” **MM**



The highly polished dual Amal Premier carburetors breathe through low profile round air filters before delivering the air/fuel mixture to the oversized engine.

# Shediac Motorcycle Rally

*A motorcycle rally in the world's lobster capital.*

*Can it get any better?* Story and Photos by **Glenn Roberts**



**W**hile I didn't need much prodding, I was handed the task of heading to Shediac, New Brunswick, for the Shediac Motorcycle Rally that ran at the end of August this year. Although this rally has been a regular of the Maritimes rally scene for 12 years, I never had the time to attend it, until this year.



**MOTORCYCLES AND LOBSTER —  
I DON'T UNDERSTAND WHY IT'S  
TAKEN ME SO LONG TO ATTEND THE  
SHEDIAC RALLY**



Emory, Shediac Bay Cruises first mate, teaching the landlubbers about lobsters. It was delicious.

(above right)

Timo, from Mad Squirrel Leather, created the lobster bike from a Buell Blast for the Shediac Lobster Shop. (left inset)

One of the crowded parking lots in downtown Shediac. (right)



Just before shoving off on the Shediac Bay Cruises' Lobster Tails cruise. (left)

Taking a break on Sunday's adventure ride. (right)



A lot of towns across the Canadian landscape have a roadside attraction – the giant white swan in Swan River, Manitoba; a Sasquatch in Creston, British Columbia; a giant Canada goose in Wawa, Ontario; the world's largest beaver in Beaverbrook, Alberta; the world's largest hand-held egg beater (yeah, that's what I thought) in Laretto, P.E.I.; and . . . well, you get the picture. These displays of greatness are all over Canada. Shediac happens to be home to the world's largest lobster, a photo op you won't want to miss just as you're coming into town off Highway 11, a short half-hour ride northeast of Moncton. It could be the giant lobster festival in July and the huge amount of high-quality lobster caught off the shores of this pretty fishing town that make Shediac the lobster capital of the world. Motorcycles and lobster – I'm a big fan of both, and that's why I don't understand why it's taken me so long to attend the Shediac Rally.

## Most Relaxing Ride of the Summer

Unlike my usual *modus operandi* – which leaves me with the absolute minimum amount of time to get from point A to point B and forces me to take the Trans-Canada superslab – I changed my ways this time and left with a whopping extra half a day and just a ballpark time to be at my destination. The resulting ride took me from Ontario along the west and then east side of the St. Lawrence Seaway, and then once in

New Brunswick, the Saint John River Route, which was the highlight of my trip east this time and one I would do again in a heartbeat.

I arrived in Shediac in the early afternoon and met with Mike Rodgers, 1st vice-president of the rally. After dropping off my luggage at Hotel Shediac, the town's most prestigious address (you can't go wrong with a St. James' Gate restaurant), we were off to meet up with the poker run for the last card stop at Au Quai Aboiteau Wharf Restaurant & Bar at a nearby fishing port. About 80 participants took part in the poker run – not bad for a Friday afternoon.

Along with a wide range of vendors, a stage was set up in a parking lot just off Shediac's Main Street; Friday night saw a couple of fantastic bluesy rock bands play to a great crowd. Across the road was the rally's headquarters, which also acted as the official beer garden, complete with roadside patio where you could watch the bands, people and bikes. There were also restaurant patios along Main Street that catered to the masses. In addition to downtown's entertainment, a park on Main Street, across from Hotel Shediac, also had evening entertainment playing in a small band shell.

## Street Party

Saturday morning's main event was the Memorial Run, which began shortly after the rally's biker breakfast. About 200 riders left in formation while the

RCMP blocked intersections through town for the parade to proceed uninhibited. A very scenic cruise took us along the Northumberland Strait on Highway 134 through Shediac Bridge and Cocagne before heading inland and eventually back to Shediac in time to hear the first band. Main Street was now closed off to all vehicular traffic except for motorcycles. The street remained cordoned off until midnight, up to which time bands continued to play on the Main Street stage.

## Lobster Feast

Saturday night was the rally's lobster or steak dinner, but I opted for the chance to get out on the high seas for my lobster. At the Pointe-du-Chêne wharf, just off Parlee Beach Provincial Park, professional lobster fisherman Ron Cormier and his wife, Denise, operate Shediac Bay Cruises, a small cruise ship that holds about 65 people. As the licensed boat cruised the Shediac coastline, I learned on the Lobster Tails package about the whole lobster experience – from how they are caught and cooked to, most importantly, the best way to eat them. A truly delicious way to spend a couple of hours.

If boats or cooking the succulent crustacean isn't your thing, the Shediac Lobster Shop on Main Street, across the bridge from the giant lobster, has a wide array of products already cooked, cleaned and shelled, just waiting for you to tear into. And when you ride out of town on your fully packed

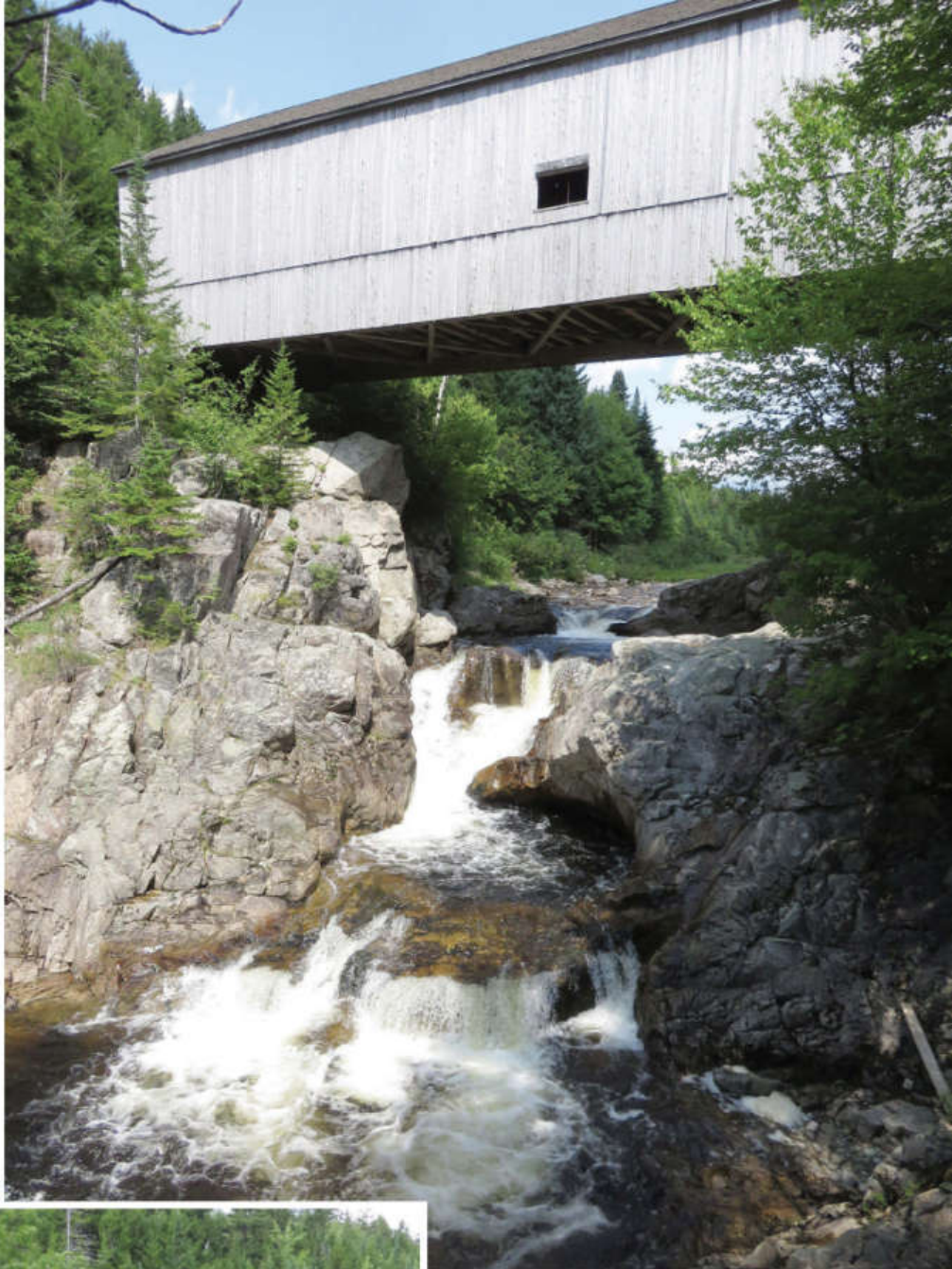


bike, they will ship it to your next destination for you.

#### All for a Good Cause

Mike Rodgers told me that although the rally has been running for 12 years, it had grown too fast in the past and had to be restructured. A new board of 15 directors was put in place a couple of years ago, and they are taking steps each year to ensure the rally remains friendly with manageable growth. The rally isn't the biggest, but the organizers do a fine job keeping people entertained during the weekend while raising money for the Children's Wish Foundation. In 2014, the rally raised \$15,000, and while the 2015 contribution to Children's Wish hadn't been finalized before going to press, it will be in the \$20,000 range.

As with most rallies, cruisers and touring bikes make up the bulk of motorcycle styles, and people begin to disperse for home on Sunday. It was understandable, then, that Sunday's adventure ride only drew seven riders. This was one of the rides that enticed me to attend the rally this year. The 200 km ride consisted of pavement and dusty off-road rocky trails through Kent Hills Wind Farm to eventually emerge just outside Fundy



One of 60 covered bridges in New Brunswick. This one, built in 1914, crosses Forty Five River.



National Park near Alma, N.B.

After a quick ride back to Shediac, we were able to catch the tail end of the parade, signalling the official end of the rally.

Overall, the rally was a great experience, especially after the relaxing, picturesque ride out, and one I just might have to attend again in the future. Did I mention they have lobster? **MM**



For additional photos of the Shediac Motorcycle Rally visit: [motorcyclemojo.com](http://motorcyclemojo.com)



# Helmet Care

When your feet smell better than your helmet does, it's time to take action

**recently took** a good look at some of my helmets, and it occurred to me that they haven't been cleaned. Ever. Actually, it's more accurate to say I took a good whiff of them, and they didn't smell rosy.

Many helmet makers now make removable liners and cheek pads, making the washing process much easier and more thorough. The first thing to determine is whether your helmet can be taken apart. This information is found in the instruction manual that came with your helmet, or at the manufacturer's website, if it's a mainstream helmet brand (you shouldn't, after all, trust your noggin to some fly-by-night helmet brand sold at your local flea market).

I recently washed two of my hel-

met, a Schubert C3 and an Arai XD4, which I describe here; cleaning your helmet should be very similar. The Schubert has gotten more use and was the stinky one, while the Arai has seen some off-road use and was dusty.

The entire liners and cheek pads can be removed from both helmets. These are mostly held in place by snaps, except on the XD4, in which the cheek pads are wedged in. Always take care when removing these components; don't just yank on them. Pull apart each snap individually (they are generally coloured and easily identifiable), and make sure you understand the procedure before attempting to take your lid apart; for example, XD4 instructions state you must pull the cheek pads toward the rear before lifting them off.

The C3's foam padding cannot be separated from the cloth material, whereas on the XD4, the cloth material on the cheek pads can be washed separately. If the foam and cloth are integral, you just wash them together. The main difference here is in drying time. Also note that your helmet, like my XD4, might have glued foam inserts in the cheek pads that can be removed to adjust the fit (more reason to read those instructions!).

The helmet liner and cheek pads should be washed in lukewarm water (around 30 C), with a very small amount of laundry detergent. I prefer liquid detergent, because it dilutes more easily into the water, and I use a ratio of about 50 mL of detergent to 4 L of water. Immerse the liner parts in the water

## DIFFICULTY LEVEL:



and let them soak for a few minutes, followed by squeezing and pressing down on the foam and gently rubbing the cloth. Follow this with a thorough rinse with water.

To begin the drying process, gently squeeze the water out, and under no circumstances should you wring the liner parts dry – this will damage them. Once most of the water has been squeezed out, wrap the liner parts in a clean towel and press them to further remove water. Finally, let them air-dry. (This will probably take 24 hours, so don't plan on washing your helmet on the morning of your departure on that cross-country tour.) While the lining is out, remember to wipe out the inside of the helmet.

If the liner cannot be removed, wash the interior using a washcloth moistened with the cleaning solution described above. Just dab the interior thoroughly with the wet cloth, then dry it with a dry

cloth, and repeat the process with a wet cloth (no detergent) to rinse it. Let it dry for a day, open end up.

The outer shell should be cleaned with a cloth and warm water, and if there are particularly stubborn bugs, place a cloth wet with hot water over the area for several minutes to soften them up. Never use solvents on the shell, and if it has a shiny finish, a coat of wax won't hurt. Never use wax on a matte finish, or you'll end up giving it a nice, unwanted shine.

The visor likely needs the most frequent care, but it also needs the gentlest care. First and foremost, when riding in the rain, never swipe the rain away with your hand, especially when gloved – this is guaranteed to scratch your visor.

To clean a visor that does *not* have an anti-fog coating, use warm water and a touch of dishwashing liquid. I use

my bare hands under the warm water to rub off bugs, then give it a thorough rinse and dry it off with a clean towel.

A visor that has an anti-fog coating can be washed with water and soap on the outside, but should only be cleaned with a microfibre cloth on the inside. This coating is easily damaged, and must not get wet.

While the visor is off, have a look at the mounting screws and tighten them if necessary, but not too tight, because they're made of plastic. And finally, when you store your helmet, always leave the visor open a bit to let the interior breathe. **MM**

Technical articles are written purely as reference only and your motorcycle may require different procedures. You should be mechanically inclined to carry out your own maintenance and we recommend you contact your mechanic prior to performing any type of work on your bike.



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## BOOK REVIEW

### Unflinching The Making of a Canadian Sniper

Reviewed by **Gwen Roberts**

**A**s I picked up the mail a couple of months ago, I was intrigued by a package that was included. I anxiously opened it to find a fantastic book that maybe would not appeal to most women, but I could not wait to read it. Perhaps it was the six degrees of separation theory that had previously turned up a personal link to Jody Mitic that instilled my desire to read this account of Jody's life's struggles and accomplishments.

*Unflinching: The Making of a Canadian Sniper* details the challenges of Jody as a young teenager trying to fit in. At age 14, he began heading down the wrong path, and after a failed attempt to borrow his mom's car and head to Mexico, Jody got a wake-up call and decided the Armed Forces was where he really belonged. His inspiration to join the military was fuelled by his uncle Jim. However, life as a soldier did not come easy; in fact, at one point Jody was scheduled to be discharged for his involvement in some weekend antics that landed him and another soldier in a London, Ontario, jail. After being given a second chance, he was determined to make the best of it. Jody became a model soldier and eventually an elite sniper, a fearless marksman. This was his calling, and he finally fit in. He focused and endured.

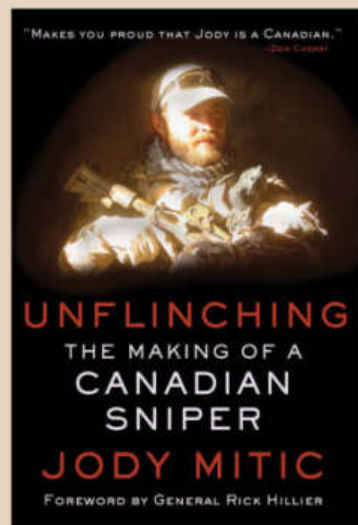
*Unflinching* details firsthand accounts of life on the battlefield, from inadequate equipment to firefights and staring the enemy in the eye, to the children in the villages and their hardships. Jody recounts being in enemy fire, hitting targets and tragically losing comrades while always trying to maintain focus and clarity on the assignment at hand.

The story takes a turn when, in 2007, Jody, just one week after his 30th birthday, steps on a land mine that changes his life as a soldier forever. With the loss of both legs below the knees, he once again begins a new journey to fit in. From relationship struggles and addiction to pain killers to rebuilding his life, Jody overcame many life-changing obstacles and persevered to once again become a person who can make a difference. He has run marathons and works as an advocate for wounded veterans, amputees and physically challenged athletes to realize their dreams. Jody also founded the Never Quit Foundation and is currently a city councillor in Ottawa.

*Unflinching: The Making of a Canadian Sniper* became the #2 bestselling non-fiction book in Canada after only eight days on the shelves. It's not only Jody's personal story; it highlights the many issues soldiers face when called into duty.

Jody is also an avid motorcyclist, but that's another story.

Published by Simon and Schuster, ISBN 978-1-4767-9510-2, 256 pages in hardcover. **MM**





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**NEXT ISSUE** | December 2015

## THE END OF 2015 IS FAST APPROACHING AND THAT MEANS THE THIRD ANNUAL

*Motorcycle Mojo* **DECEMBER WORLD TRAVEL ISSUE** will soon be available. We've searched out stories from travellers around the globe



and compiled them in one incredible edition you won't want to miss. Join us as we explore the vastness of Mongolia, take in the diversity of the Chilean countryside, sample the rich history of Eastern Europe and cross the globe to discover Japan's exotic allure. All this and much more in the **DECEMBER WORLD TRAVEL ISSUE** of *Motorcycle Mojo*.



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**REMEMBER WHEN?**  
*Your Motorcycle Memories*



Some time ago, a gentleman overheard some friends and I talking about motorcycling while at our local coffee shop. He approached me a short time later to tell me he had owned and ridden a Harley-Davidson when he was much younger. I told him I would like to see some pictures if he had any, which he did.

I'm submitting these pictures on behalf of Charles (Charlie) Murphy. He bought this Harley-Davidson new in 1957 from a dealer in Toronto, Ontario for \$1,950. Charlie was working as a brakeman for Canadian National Railway then and was living in Hornepayne, Ontario - the pictures were taken outside his home and are dated Oct. 57 and Nov. 57. The lady seated on the Harley is Charlie's wife, Mary.

*Submitted by Bob Cuthbert*

Submissions to **Remember When?** are always welcome. If your photo(s) is printed we will send you \$25.00  
High resolution digital photos are acceptable as well as prints. If you wish the print back  
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